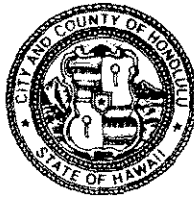


Department of Emergency Management
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET HONOLULU, HAWAII 96813
PHONE: (808)523-4121 FAX: (808)524-3439



MUFU HANNEMANN
MAYOR

September 26, 2008

The Honorable Barbara Marshall, Chair
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Marshall and Council Members:

In accordance with Section 1-8.2(b), Revised Ordinance of Honolulu, 1990, as amended, and Ordinance 06-14 titled "Intergovernmental Relations," additional grants may be accepted without City Council approval so long as the receipt of funds is reported to the City Council by September 30th.

Transmitted for your information and records are grant funds awarded to the City and County of Honolulu for Fiscal Year 2008 (see Attachments) and a listing of all grant funds received and their remaining balances. The copies of the Memorandum of Agreements (MOAs) from the State of Hawaii, State Civil Defense and signed by the Mayor of the City and County of Honolulu are to accept and expend the following: a total of \$6,521,682.00 from the FY2008 Homeland Security and UASI Grant Programs (for city agencies to plan, prepare, respond and recover from acts of terrorism and all hazards emergencies); a total of \$843,280.00 from the FY 2008 Transit Security Grant Program (to prevent, protect, respond and recover from improvised explosive devices against the city's current transit system); and a total of \$1,575,000.00 from the FY 2007 Public Safety Inter Operable Communications Grant (to enhance wireless communications).

RECEIVED
MELVIN N. KAKU
ADMINISTRATOR
OCT 1 11 02 AM '08
CITY CLERK
HONOLULU, HAWAII

RECEIVED
2008 SEP 29 P 2:28
CITY COUNCIL
HONOLULU, HAWAII

The Honorable Barbara Marshall, Chair
and Members

September 26, 2008

Page 2

Your continued support of Homeland Security funding is appreciated. Please contact Ms. Melvia Kawashima, Grants Administrator, at 723-8963, should there be any questions on this reporting.

Sincerely,

A handwritten signature in black ink, appearing to read "Melvin N. Kaku", with a long, sweeping horizontal line extending to the right.

Melvin N. Kaku
Director

Attachments (3)

27873
DEM

DEPARTMENT OF EMERGENCY MANAGEMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET HONOLULU, HAWAII 96813
PHONE: (808)523-4121 FAX: (808)524-3439



MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

September 22, 2008

TO: HONORABLE MUFI HANNEMANN, MAYOR
VIA WAYNE M. HASHIRO, MANAGING DIRECTOR *W. M. Hashiro*
MARY PAT WATERHOUSE, DIRECTOR
DEPARTMENT OF BUDGET AND FISCAL SERVICES
CARRIE OKINAGA, CORPORATION COUNSEL
FROM: MELVIN N. KAKU, DIRECTOR *Melvin N. Kaku 9/22/08*
DEPARTMENT OF EMERGENCY MANAGEMENT
SUBJECT: MEMORANDUM OF AGREEMENT TO ACCEPT A MONETARY GRANT FROM
THE U.S. DEPARTMENT OF HOMELAND SECURITY, FY2008 HOMELAND
SECURITY GRANT PROGRAM FUNDS

Request your signature for the subject Memorandum of Agreement (MOA) on the two indicated pages, forwarding one signature page of the attached MOA to Major General Robert G. F. Lee, Director of Civil Defense, Department of Defense, State of Hawaii, for action.

Based on our review of Major General Lee's latest correspondence of September 19, 2008, the requested amendments needed to reflect consistent grant performance period dates were revised.

The purpose of the Memorandum of Agreement is to authorize the acceptance and to expend FY 2008 Federal funds in the amount of \$6,521,682.00 for the City and County of Honolulu's preparedness initiatives inclusive of incidents of terrorism and "all hazards" catastrophes. The grant provides the opportunity to further enhance meaningful and measurable improvements to public safety.

Thank you for your earliest attention to this request and cooperation in expediting this MOA. Should you have any questions, please contact me at 723-8960.

Attachments

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



Replied 9/10/08



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

SEP 09 2008

Honorable Mufi Hannemann
Deputy Director of Civil Defense
Mayor, City and County of Honolulu
530 South King Street
Honolulu, Hawaii 96813

Dear Mayor Hannemann:

Memorandum of Agreement for the
FY 2008 Homeland Security Grant Program

The State of Hawaii has been awarded the FY 2008 Homeland Security Grant Program (HSGP) funds from the Department of Homeland Security, Federal Emergency Management Agency, Preparedness Directorate Grants and Training.

The FY 2008 HSGP funds are provided to prevent, deter, respond to, and recover from threats and incidents of terrorism. The FY 2008 HSGP supports the City and County of Honolulu in leveraging funding to support Homeland Security initiatives.

This grant is a result of congressional funding for the purchase of specialized equipment to enhance the capability of state and county agencies to prevent and respond to incidents of terrorism but also supports "all hazards" catastrophic preparedness initiatives.

The FY 2008 HSGP funding is distributed by program dollars and investment. The investment is a "collage" of program and capability reviews submitted by the City and County of Honolulu during the application period.

A copy of Investments 5, 6, 7, 8, 10, 11, 13, UASI U1, U2, U3, U4 and U5 that the City and County of Honolulu is authorized to allocate funds is attached with the Memorandum of Agreement. While the Homeland Security funding continues to focus on terrorism, the support for "all-hazards" catastrophic preparedness is encouraged. The performance period for the grant is July 1, 2008, through June 30, 2011.

The City and County of Honolulu is the recipient of \$6,521,682.00. The grant funds are distributed in the programs below.

City and County of Honolulu	PROGRAM FUNDS				
	Investment Number	SHLS	CCP	UASI	MMRS
State Homeland Security Investment					
Citizen Outreach and Public Awareness Engagement /Citizen Corps Coordinator	5		18,281.00	80,000.00	
Protecting the Government Technology Infrastructure	6	10,000.00			
State Logistics Planning	7	200,000.00			
State Critical Infrastructure Program	8	967,180.00			
Emergency Preparedness for Mass Casualty and Destructive Events	10				321,221.00
Multi-Agency Training and Exercise Program	11			130,000.00	
State and Regional Law Enforcement Operations	13			1,000,000.00	
	M&A			170,150.00	
Urban Areas Security Initiative Investments					
Interops Radio Communications	U1			1,018,600.00	
Homeland Security Assets Management Project	U2			640,000.00	
Strengthen CBRNE Detection, Response and Decontamination for Police and Fire	U3			1,025,000.00	
Emergency Response through GIS Assisted Technology	U4			600,000.00	
Enhanced Bomb Response and Mitigation Capability	U5			251,250.00	
Maintenance and Administration	M&A			90,000.00	
Total Funding		\$ 1,177,180.00	\$18,281.00	\$5,005,000.00	\$321,221.00

Honorable Mufi Hannemann
Page 3

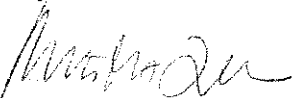
SEP 09 2008

The FY 2008 HSGP continues to provide the City and County of Honolulu with funding for planning, equipment, training, and exercises to support emergency preparedness, prevention, response and recovery. The City and County of Honolulu response agencies should utilize the Implementation Strategy for Homeland Security and the Urban Areas Security Strategy to more effectively fill the gaps between needs and existing capabilities. All funds will be identified in a Detailed Budget Worksheet (DBW) and recorded in an Initial Strategy Implementation Plan (ISIP) that identifies expenditures and portrays the use of the FY 2008 HSGP funds provided to the City and County of Honolulu.

The terms and conditions of the grant programs and the funds being distributed for each investment for the City and County of Honolulu and programs are in the attached Articles. If you agree with the Articles for the grant programs, please sign and return the two original Articles to State Civil Defense before September 19, 2008. An original Article will be provided after signatures are completed.

Thank you for your cooperation in expediting this initiative. If additional information is needed, please have your staff contact Ms. Dolores Cook, State Civil Defense, at 733-4320, extension 219, or email at dcook@scd.hawaii.gov.

Sincerely,



ROBERT G. F. LEE
Major General, HING
Director of Civil Defense

Attachments

c: Mr. Melvin Kaku, Director
Department of Emergency Management

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

September 19, 2008

Honorable Mufi Hannemann
Deputy Director of Civil Defense
Mayor, City and County of Honolulu
530 South King Street
Honolulu, Hawaii 96813

Dear Mayor Hannemann:

Memorandum of Agreement for the
FY 2008 Homeland Security Grant Program

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A copy of Investments 5, 6, 7, 8, 10, 11, 13, UASI U1, U2, U3, U4 and U5 that the City and County of Honolulu is authorized to allocate funds is attached with the Memorandum of Agreement. While the Homeland Security funding continues to focus on terrorism, the support for "all-hazards" catastrophic preparedness is encouraged. The performance period for the grant is September 1, 2008, through August 31, 2011.

The City and County of Honolulu is the recipient of \$6,521,682.00. The grant funds are distributed in the programs below.

City and County of Honolulu	PROGRAM FUNDS				
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Honorable Mufi Hannemann
Page 3
September 19, 2008

The FY 2008 HSGP continues to provide the City and County of Honolulu with funding for planning, equipment, training, and exercises to support emergency preparedness, prevention, response and recovery. The City and County of Honolulu response agencies should utilize the Implementation Strategy for Homeland Security and the Urban Areas Security Strategy to more effectively fill the gaps between needs and existing capabilities. All funds will be identified in a Detailed Budget Worksheet (DBW) and recorded in an Initial Strategy Implementation Plan (ISIP) that identifies expenditures and portrays the use of the FY 2008 HSGP funds provided to the City and County of Honolulu.

The terms and conditions of the grant programs and the funds being distributed for each investment for the City and County of Honolulu and programs are in the attached Articles. If you agree with the Articles for the grant programs, please sign and return the two original Articles to State Civil Defense before September 30, 2008. An original Article will be provided after signatures are completed.

Thank you for your cooperation in expediting this initiative. If additional information is needed, please have your staff contact Ms. Dolores Cook, State Civil Defense, at 733-4320, extension 219, or email at dcook@scd.hawaii.gov.

Sincerely,



EDWARD T. TEIXEIRA
Acting Director of Civil Defense

Attachments

c: Mr. Melvin Kaku, Director
Department of Emergency Management

**Memorandum of Agreement
For
FY 2008 Homeland Grant Program
2008-GE-T8-0022**

ARTICLE I – PROGRAM DESCRIPTION

This year marks the third grant cycle in which grants have been aligned to the National Preparedness Goal to shape National Priorities and focus expenditures. This common planning framework and the Target Capabilities define how prepared we are, how prepared we need to be and how we prioritize efforts to close that gap.

FY 2008 Homeland Security Grant Program overview and priorities are shown in Attachment 1.

Sub grantee is the entity receiving FY 2008 Homeland Security Grant funding.

ARTICLE II - AUTHORITIES

The Statutory authority for the FY 2008 Homeland Security Program is supported under the Consolidated Appropriations Act of 2008 (Public Law 110-161). The CFDA number for FY 2008 HSGP is 97.067.

ARTICLE III – PERIOD OF PERFORMANCE

Performance Objective Metrics – FY 2008 Homeland Security Grant funding shall focus on three objectives and priorities:

1. Measures progress in achieving the National Preparedness Guidelines
2. Strengthening improvised explosive devices (IED) attack deterrence, prevention, and protection capabilities
3. Strengthening preparedness planning

The Period of Performance shall be thirty-six (36) months from the effective date of the grant award: September 1, 2008 through August 31, 2011. The City and County of Honolulu shall not incur costs or obligate funds for any purpose pertaining to the operation of the program or any related program project or activities beyond the expiration date of the period of performance.

ARTICLE IV – AMOUNT AWARDED AND DISTRIBUTION

Expenditures of all grant funds must be allocated against the Implementation Strategy for Hawaii Homeland Security and/or the Urban Area Security Initiative Homeland Security Strategy. The Department of Emergency Management with agencies receiving the FY 2008 Homeland Security Grant Program funds are required to complete an initial Detailed Budget Worksheet and an Initial Strategy Implementation Plan (ISIP) identifying the use of the fund.

Once the ISIP is approved, the Department of Homeland Security, Preparedness Directorate, Grants and Training must approve changes to the Detailed Budget Worksheets prior to committing funds.

Attachment 2 provides an allowable cost matrix showing the authorized program expenditures by program, planning solution and category for sub grantee. In addition to supporting the equipment categories shown in Attachment 2, the grant funds may be used to support training, exercises and planning. Sub grantee may use funds to hire program personnel **to support the management of the grant**. Overtime is authorized to support the training and exercise program, travel, supplies and contractual services associated with implementing the State and/or Urban Area strategies. Funds **may only** be allocated against the Investments by program funding as shown at Attachment 3. The individual investments supporting the grant allocation are shown at Attachment 4.

Personnel associated with the execution of the grant programs will be identified under organization for planning, training, or exercises.

The City and County of Honolulu is authorized to use up to 3% of the Urban Areas Security Initiative and the Metropolitan Medical Response System program funding for management and administrative costs for administering the Homeland Security Program.

The Department of Emergency Management is not permitted to sub grant funds to another agency.

ARTICLE V – COST-SHARE/MATCH

There is no cost-share or match required for these grant funds. If expenditures exceed the maximum amount of funding, sub grantee shall pay the costs in excess of the approved budget.

ARTICLE VI – MAINTENANCE OF EFFORT/SUPPLANTING OF FUND

The purpose of these funds is to support sub grantee to improve or enhance sub grantee's ability to prevent, deter, respond to, and recover from threats and acts of terrorism program activities. The funds shall be used to **supplement** and shall not be used to **supplant** funding dedicated to this effort.

ARTICLE VII – ADMINISTRATIVE COST RESTRICTION

The Homeland Security Grant Program funds **cannot** be transferred between programs nor can the funds be transferred between investments without prior approval.

ARTICLE VIII – REQUEST FOR ADVANCE

The method of payment will be by reimbursement or advancement. Prior to receipt of the award, the City and County of Honolulu is required to prepare an Operational Expenditure Plan

that identifies when funds will be committed. State Civil Defense will reimburse funds based on the disbursement requirements. Payment will be made to the City and County of Honolulu after required documentation is submitted to State Civil Defense. Appropriate documentation for payment will include a copy of the purchase order/contract and vendor invoice certified "purchases/ services received" submitted to State Civil Defense.

If the County and County of Honolulu prefers to utilize the advancement method for payment, the County can complete the advancement form based on the Operational Expenditure Plan, quote information, and appropriate advancement request. The City and County of Honolulu is permitted to request an advancement of the FY 2008 funds up to 90 days prior to expenditure. The FY 2008 State Homeland Security Program funds must be placed in an interest-bearing account. Funds placed in an interest-bearing account where interest earned is in excess of \$100.00 for all federal grants must be returned to the Department of Health and Human Services at:

United States Department of Health and Human Services
Division of Payment Management Services
P.O. Box 6021
Rockville, MD 20852

Interest earned must be reported by sub grantee in quarterly report.

Upon receipt of equipment/services, the County will be required to reconcile the advancement prior to requesting subsequent advancement requests.

If quarterly reports are not filed, the advancement will be delayed or suspended.

ARTICLE IX – FINANCIAL REPORTS

FINANCIAL STATUS REPORT: State Civil Defense shall submit financial reports (Financial State Report (SF-269) to the Office of the Comptroller within 30 days after the end of each quarter. A final financial report for the grant is due 90 days after the close of the grant.

The Department of Emergency Management is obligated to provide a status report to State Civil Defense on a quarterly basis so as to allow compliance with the Department of Homeland Security Grants and Training reporting requirements.

REPORT SUBMISSION: Quarterly reports are required to be submitted to State Civil Defense, Attn: Homeland Security Branch Chief by the 5th day of the month following the ending of each quarter.

Semi-annual and Bi-annual Strategy Implementation Reports are due to the Office for Domestic Preparedness on June 30th and December 31st. Sub grantee is required to submit changes into the Detailed Budget Worksheet as the changes may have an impact on distribution of funds by program discipline and category. All changes must be aligned to an approved investment as approved by Department of Homeland Security.

ARTICLE X – OTHER

The Department of Emergency Management, City and County of Honolulu, should advise State Civil Defense in the event that funds will not be encumbered in order to allow for reallocation of funds in a timely manner.

Nine months prior to the close of the grant State Civil Defense will begin reviewing expenditures and encumbrances based on quarterly reports to recommend reallocation of funds not yet encumbered.

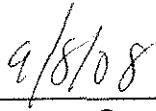
When deemed appropriate and in the best interest to the State, State Civil Defense will request extensions to the grant performance from the Department of Homeland Security. During the grant period, additional funds may be made available to sub grantee, specifically as the grant is being closed out and time is critical to encumber funds. Conversely, there may be instances where funds are required to support statewide goals and objectives. If such a situation arises and funds are required, no funds will be withdrawn without coordination with the City and County of Honolulu.

Agencies within the City and County of Honolulu receiving homeland security grant funding are required to be in compliance with the annual National Incident Management System Performance Objective metrics.

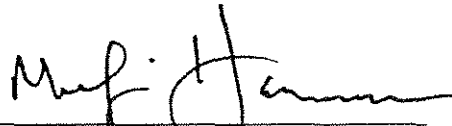
APPROVED/DISAPPROVED:



ROBERT G. F. LEE
Major General, HING
Director of Civil Defense



Date



MUFI HANNEMAN
Deputy Director of Civil Defense
Mayor, City and County of Honolulu



Date

APPROVED AS TO FORM:

MICHAEL VINCENT
Deputy Attorney General

Date

ARTICLE X – OTHER


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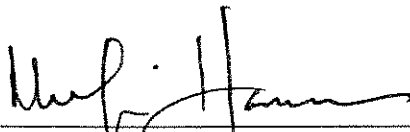
APPROVED/DISAPPROVED:



ROBERT G. F. LEE
Major General, HING
Director of Civil Defense



Date



MUFU HANNEMAN
Deputy Director of Civil Defense
Mayor, City and County of Honolulu



Date

APPROVED AS TO FORM:

MICHAEL VINCENT
Deputy Attorney General

Date

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3940 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495
AUG 05 2008

Honorable Mufi Hannemann
Deputy Director of Civil Defense
Mayor, City and County of Honolulu
530 South King Street
Honolulu, Hawaii 96813

Dear Mayor Hannemann:

Memorandum of Agreement for the FY 2008
Transit Security Grant Program

The State of Hawaii has received approval from the Department of Homeland Security (DHS), Federal Emergency Management Agency, the release of FY 2008 Transit Security Grant Program funds. The FY 2008 DHS Consolidated Appropriations Act provided discretionary transit grant program funds to address training and preparedness enhancements for the transit system.

The FY 2008 Transit Security Grant Program funds are provided to prevent, protect, respond, and recover from improvised explosive devices against the City and County of Honolulu's transit system. The City and County of Honolulu is the final recipient of **\$843,280.00 supporting training and a public awareness program for TheBus.**

State Civil Defense has been designated as the recipient of the total allocated grant funds. The performance period for the transit security grant funds is August 1, 2008, to July 31, 2011. As stated in the Memorandum of Agreement, the Department of Emergency Management is allowed to sub grant these funds to the Department of Transportation Services to execute the Transit Security Grant Program requirements.

All funds will be recorded in an Initial Strategy Implementation Plan (ISIP) that identifies expenditures.

For your review, the terms and conditions of the Transit Security Grant Program funds being distributed to the City and County of Honolulu are in the attached Articles. If you agree with the requirements of the grant, please sign and return the original copy of each Article to State Civil Defense before **September 12, 2008.**

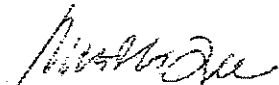
Honorable Mufi Hannemann

Page 2

AUG 9 6 2008

Thank you for your cooperation in expediting this initiative. If additional information is needed, please have your staff contact Ms. Dolores Cook, State Civil Defense, at 733-4320, Ext. 219, or email dcCook@scd.hawaii.gov.

Sincerely,



ROBERT G. F. LEE
Major General, HING
Director of Civil Defense

Attachments

c: Mr. Peter Hirai, Acting Administrator
Department of Emergency Management

Ms. Sandra Abelaye
Department of Transportation Services

08 AUG 11 18:25

MAYOR'S OFFICE
CITY & COUNTY
HONOLULU

**Memorandum of Agreement
For
FY 2008 Department of Homeland Grant Program
Program: Transit Security Grant Program
2008-RL-T8-0023**

SUBGRANTEE: Department of Emergency Management

ARTICLE I – PROGRAM DESCRIPTION

Funding assistance is provided to the City and County of Honolulu in the amount of \$843,280.00 for the continued development of its Homeland Security program, specifically related to transit security. The FY 2008 Transit Security Grant Program (TSGP) continues to provide planning, equipment, training, exercise, and management and administrative funding to prevent, protect, respond and recover from incidents of terrorism related to improvised explosive devices targeted at the Counties' transit system. The FY 2008 Transit Security Grant funds are specifically to support training and the Public Awareness Program initiative as defined in the application.

The Department of Emergency Management Agency with the Department of Transportation Services is responsible to coordinate and manage the Transit Security Grant Program maintaining a Transit Security Working Group for the purpose of reviewing and updating the transit strategy and the Transit System Security Emergency Preparedness Plan.

ARTICLE II - AUTHORITIES

Both State Civil Defense and the Department of Emergency Management shall follow the guidance supported under the Consolidated Appropriation Act 2008, P.L. 110-161. The Catalog of Federal Domestic Assistance (CFDA) is 97.078.

ARTICLE III – PERIOD OF PERFORMANCE

The Period of Performance:

The Department of Emergency Management with the Department of Transportation Services will adhere to the following performance periods:

Fast Track Training in the amount of \$523,280.00 has a performance period of 24 months from the award date, August 1, 2008 to July 31, 2010.

Public Awareness Campaign for TheBus in the amount of \$320,000.00 has a performance period of 36 months from the effective date August 1, 2008 to July 31, 2011.

The City and County of Honolulu shall not incur costs or obligate funds for any purpose pertaining to the operation of the project, program, or activities beyond the expiration date of the period of performance.

ARTICLE IV – AMOUNT AWARDED AND DISTRIBUTION

This Memorandum of Agreement for the FY 2008 Transit Security Grant Program funds supports the objectives below and as identified in Attachment 1 (Investment Justifications):

Narrative: Fast-track Training

DTS will continue the effort to provide security training for transit employees including Security Awareness and Behavior Recognition training – the trainer and computer based independent tutorial type training. Grant funds will support training to 700 frontline employees.

Public Awareness Campaign

Develops and implements a public education program for security and behavior awareness in the transit environment to address the need for the public to be better informed and prepared to prevent and deter a terroristic threat from occurring. The investment also will include developing and producing a training video and accompanying pocket guide for presentation and distribution to various citizen/volunteer/community-based organizations in collaboration with CERT and Citizens Corps. The public awareness program will endeavor to develop the products in different languages to reach a greater depth of the community.

Allowable costs to support the approved investments are divided into the following categories:

- Planning
- Equipment acquisition
- Training
- Exercises

The Grant Award excludes in kind Maintenance and Administration costs.

Appendix 2 to the Fiscal Year 2008 Infrastructure Protection Program: Transit Security Grant Program, Program Guidance and Application Kit, January 2008, provides detailed guidance on allowable costs. Costs should follow to the extent funding is available the investment justification and budget plan as approved by DHS.

The Department of Emergency Management Agency is permitted to sub grant funds to the Department of Transportation Services for program execution.

ARTICLE V – COST-SHARE/MATCH

Cost sharing is not a program requirement for the FY 2008 Transit Grant; however, Investment 2, Public Awareness Campaign indicates an in-kind match. In that this match was offered as part of the project, the Department of Transportation Services is responsible for meeting the matching funds reflected in the approved grant budget (Attachment 2). This will also be included in the Detailed Budget Worksheet.

If costs exceed the maximum amount of funding, the City and County of Honolulu shall pay the costs in excess of the approved budget.

ARTICLE VI – MAINTENANCE OF EFFORT/SUPPLANTING OF FUND

The purpose of these funds is to support the City and County of Honolulu to improve or enhance the County's ability to prevent, protect, respond to, and recover from threats and acts of terrorism program activities that relate to the security of the Department of Transportation Services TheBus transit program. Specifically, these funds are to focus on prevention, protection, response, and recovery activities related to incidents involving improvised explosive devices. **The funds shall be used to supplement and**

shall not be used to supplant county funds dedicated to this effort.

ARTICLE VII – ADMINISTRATIVE COST RESTRICTION

The Transit Security Grant Funds cannot be transferred to other Homeland Security grant programs.

DHS, through the Federal Emergency Management Agency, National Preparedness Directorate requires the entire project consider the environmental impacts under the National Environmental Policy Act (NEPA) and Information Bulletin 271 is for further review and modifications as necessary based on the scope of the project. **Prior to expending funds to support the approved investments, requirements identified under Information Bulletin 271 must be completed and on file with DHS.**

ARTICLE VIII – REQUEST FOR ADVANCE

Payment will be through reimbursement or a cash advance. Prior to receipt of the award, the Department of Emergency Management Agency with the Department of Transportation Services is required to prepare an Operational Expenditure Plan that identifies when funds will be committed. State Civil Defense will advance funds based on the expenditure plan. Advance payment will be made to the county using the Cash Advance Form and submitted to State Civil Defense. State Civil Defense will coordinate the Operational Expenditure Plan on a quarterly basis with Department of Emergency Management Agency and make adjustments in the cash advance based on expenditures and cash flow.

The county may utilize the reimbursement method of payment. Appropriate documentation for payment will include a copy of the purchase order/contract and vendor invoice certified "purchases/services received" submitted to State Civil Defense. State Civil Defense will process payment directly with Department of Defense Fiscal Office.

Department of Emergency Management or if sub granted to the Department of Transportation Services, the sub grantee may keep interest amounts up to \$100.00 per year of administrative expenses for all Federal grants combined. Interest must be placed in an interest-bearing account and are subject to rules outlined in the Uniform Rule 28 CFR 66, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Government.

ARTICLE IX – FINANCIAL REPORTS

FINANCIAL STATUS REPORT: State Civil Defense shall submit financial reports (Financial State Report (SF-269) to the Office of the Comptroller within 30 days after end of each quarter. Reports are due February 1, May 1, August 1, and November 1. Final financial reports are due 90 days after the close of the grant.

Progress reports identifying the accountability and the planned expenditure of the Transit Security Grant funds are required semi-annually (July and December) for inclusion with the Bi-annual Strategy Implementation Report.

The City and County of Honolulu will be required to provide a status report to State Civil Defense on a quarterly basis so as to allow compliance with the DHS Grants and Training reporting requirements.

REPORT SUBMISSION: The City and County of Honolulu should submit quarterly reports to State Civil Defense, Attn: Homeland Security Branch Chief, by the 5th day of the month following the ending of each quarter.

APPROVED/DISAPPROVED:

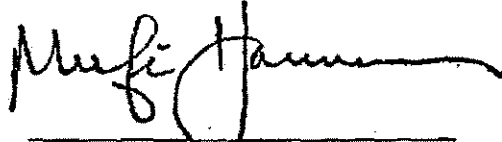


ROBERT G. F. LEE
Major General, HING
Director of Civil Defense

Date

APPROVED AS TO FORM:

MICHAEL VINCENT
Deputy Attorney General



MUFI HANNEMANN
Deputy Director of Civil Defense
Mayor, City and County of Honolulu

AUG 22 2000

Date

Date

APPROVED AS TO FORM
AND LEGALITY



Deputy Corporation Counsel

Investment Heading	
Date	March 17, 2008
State	Hawaii
Urban Area	City & County of Honolulu (C&C)
Agency Name	Department of Transportation Services (DTS)
Investment Name	Public Awareness Campaign
Investment Phase	1
Is this a Multi-State investment? If yes, which States?	No
Investment Amount	\$320,000

1. Background

Note: This section only needs to be completed once per application, regardless of the number of investments proposed. The information in this section provides background/context for the investment(s) requested, but does not represent the evaluation criteria used by DHS for rating individual investment proposals.

1.A. Identify the transit agency and that agency's point(s) of contact for this investment.	
Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; and • Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award.
Response:	<p>Sandra Abelaye, Planner 650 South King Street Honolulu, Hawaii 96813 808-768-8371 (Office) 808-550-6975 (Fax) sabelave@honolulu.gov</p> <p>Robert G. Lee, The Adjutant General/SAA Hawaii Department of Defense – Civil Defense Division 3949 Diamond Head Road Honolulu, Hawaii 96816 808-733-4287 (Office) 808-733-4287 (Fax)</p>

I.B. Describe the operating system for the transit agency undertaking this investment.

Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data; • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and, • Other sources of funding being leveraged for security enhancements.
Response	<p>Infrastructure:</p> <p>Transit Operations:</p> <p>Department of Transportation Services (DTS) offices are in the Fasi Municipal Building (FMB) which houses the major departments for the City & County of Honolulu (C&C). FMB is located in the Civic Center block which includes Honolulu Hale (offices of the Mayor, City Council, Corporation Counsel), State of Hawaii Land & Natural Resources office building, pre-school facility, and underground city and state parking facilities. Surrounding the Civic Center block are the State Capitol, Governor's residence, Queens Hospital (the largest and most important medical facility in the State), Honolulu Police Department (HPD) Headquarters, and the Alapai Transit Center. Numerous main bus routes operate on the arterial streets in the immediate vicinity of this area which includes the central business and financial districts of downtown Honolulu. An incident targeting this area will impact transit, city & state government, police and medical services, financial and business centers, as well as the many citizens who live and work in the area.</p> <p>There are two bus facilities: 1) Kalihi-Palama (KP) houses 295 buses for urban routes, the central control communications center for entire bus system, IT department, maintenance yard, and fuel storage facility; 2) Pearl City (PC) houses 230 buses for suburban routes, maintenance yard, and fuel storage facility; a new Para-transit facility (PT) located next to the KP houses 129 handivans, central control communication for the para-transit system, and maintenance yard; six Transit Centers (Alapai, Waipahu, Mililani, Waianae, Hawaii Kai, Kapolei) are major hubs for multiple routes, five Park & Rides service several commuter express routes, and approximately 4K bus stops. Two boats provide commuter ferry service between the Aloha Tower and Kalaeloa Barber's Point harbor facilities during the weekday morning and afternoon peak periods. These boats are stored at the Kalaeloa harbor. Dedicated bus routes service TheBoat system. Transit operations will be severely impacted should an event occur at KP, PC, or PT, and severely disrupted should the other facilities be targeted.</p> <p>A High Capacity Fixed Guideway Transit System is currently in the planning and design phase; anticipated to begin operations by 2012. The main line will run between Kapolei (westside) and Ala Moana Shopping Center (eastside) with branches to the University of Hawaii and Waikiki.</p> <p>A Joint Transportation Management/Emergency Operations Center Building is currently in the planning and design phase and will be constructed on the Alapai Transit Center site across the street from the FMB and next to the HPD Headquarters Building.</p> <p>Middle Street Inter-modal Center: Phase 1 - Para-transit Facility will be operational in May 2008. Phase 2 - Transit Center for bus, handi-van, and rail and Phase 3 - thousand space parking structure with ground level commercial use to follow in the coming years.</p>

Critical Infrastructure:

As the only public transportation system in the C&C, the intra-city bus system known as TheBus; also includes the para-transit component, TheHandi-Van; and a ferry system, TheBoat. The entire island of Oahu which is the C&C is serviced by this public transportation system.

TheBus, TheHandi-Van, and TheBoat provides service to or adjacent to many infrastructure sites listed in the State of Hawaii Critical Infrastructure Protection Plan and deemed critical to the C&C; as well as many other critical target areas. The major economic base for the C&C is tourism and the military.

Military facilities: Pearl Harbor, Hickam AFB, Marine Corps Station Hawaii, Schofield Barracks, Tripler Hospital and Veteran Administration, and Naval Computer & Telecommunications Master Station. Due to the large number of civilian workers at Pearl Harbor, in addition to a regular bus route, several weekday morning and afternoon commuter express routes run through the base. All other facilities have a regular route operating on base. While Fort Shafter does not have bus service on base, a bus stop is located by the front gate.

Government Facilities: Federal Building, State Capitol, Honolulu Hale, FMB, Kapolei State Building, Kapolei C&C Building - multiple bus routes and bus stops are in proximity.

Honolulu International Airport - two routes service the main terminal and travel by the Main Post Office.

Honolulu Harbor/Aloha Tower (cruise ships, Foreign Trade Zone) - Aloha Tower, located in Honolulu Harbor, is a landmark developed with a shopping center/restaurant complex and contains the passenger terminal for cruise ships and TheBoat docking area. Several routes divert into the Aloha Tower complex to service a well used bus stop located at the main entrance.

Other landmarks, tourist attractions, business and commercial centers: Waikiki (including Diamond Head), Arizona Memorial/USS Missouri, Financial & Central Business District, Ala Moana Shopping Center, Pearl Ridge Shopping Center, Waikale Shopping Center, Convention Center - Numerous routes serve these areas, especially Waikiki, the Financial & Central Business District, and Ala Moana Shopping Center (a major hub). Route 42 westbound off-routes into the Arizona Memorial complex.

Educational Centers: University of Hawaii (UH) including their Law and Medical Schools, numerous public and private schools - UH's main Manoa campus, including the Law School is considered a commuter college and serviced by several routes and home to the east end terminal of the City Express Route A. Bus stops fronting the UH Medical School in Kakaako are serviced by two routes.

Medical Centers: Most major hospitals (Queens, Kaiser Moanalua and Honolulu, St. Francis, Straub, Wahiawa) are located along bus routes and have bus stops fronting their facilities.

Aloha Stadium Events (Swap Meet-3x/Week; National Football League Pro Bowl, University of Hawaii football games, and big-name concerts). Several bus stops fronting Aloha Stadium are served by multiple routes and special Football Express routes provide service into the stadium's parking lot.

Ridership Data (FY2007):

C&C Honolulu Population (including visitors): 1M

Ethnic Classifications: Asian 47%; Pacific Islander 23%; Caucasian 18%

African American 4%; Hispanic 2%; Native American 1%; Multiple Response 5%

TheBus Fixed Route Data

Routes: 105

Unlinked Trips (Passenger Boardings): 68.0 M

Vehicle Revenue Miles: 17.9 M

Vehicle Revenue Hours: 1.35 M

TheHandi-Van Demand Response Data

Unlinked Trips (Passenger Boardings): 820 K

Vehicle Revenue Miles: 4.7 M

Vehicle Revenue Hours: 330 K

TheBoat Ferry Service

Approximately 300 passengers a day on 12 trips

No. of Passenger Miles (FY2007):

TheBus: 316.9 M Passenger Miles

TheHandi-Van: 8.58 M Passenger Miles

No. of Vehicles:

TheBus Fleet: 525 Buses (295 at KP – 230 at PC)

30-35-foot Hill-climber: 37

40-foot Coach: 408

60-foot Articulated: 80

TheHandi-Van Fleet: 129 Vans

TheBoat Fleet: 2 Vessels

Types of Service and Other Important Features:

Currently, the fixed route operation of TheBus has 105 routes serving all regions in the C&C, Windward (Kahuku to Makapuu), Leeward (Makaha to Waipahu), Central Oahu (North Shore to Milliani), and the Primary Urban Corridor (Pearl City to East Honolulu).

Regular Service:

- Urban/Suburban Trunk: 22 Routes
- Urban/Suburban Feeder: 38 Routes

Express Service:

- AM/PM Peak Period Commuter: 32 Routes
- Limited Stop: Urban/Suburban Trunk - 3 Routes; Urban Trunk – 1 Route
- For TheBoat: 5 Routes

Community Access Shuttle Service (uses para-transit vehicles): 4 Routes

TheHandi-Van is a demand-response service operating in the entire C&C (including Military Facilities) for those riders meeting eligibility requirements.

TheBoat provides ferry service between the second city of Kapolei on the Leeward side of Oahu and downtown Honolulu, with dedicated express bus routes transporting passengers to and from the Harbor facilities.

- Leeward Area: 3 routes serve Waianae Coast, Makakilo, and Kapolei
- Downtown Honolulu: 2 routes provide service from Aloha Tower to UH and Waikiki.

Dedicated bus service also insures that passengers will not be stranded if TheBoat is unable to operate due to weather conditions or mechanical problems.

TheBus and TheHandi-Van are operated under a management contract with Oahu Transit Services, Inc. (OTS), a private, not-for-profit management firm. The contract is administered by DTS, Public Transit Division (staff of 25). All facilities, equipment, and rolling stock are owned by the C&C, DTS. To operate TheBus and TheHandi-Van for the C&C, OTS has approximately 1,800 employees in the following categories:

Senior Management: 7	Administrative & Support Staff: 262
Operators: 1,123	Road Supervisors: 20
Central Control/Dispatch: 33	Maintenance Staff: 354
Security Staff: 1	

As a public transportation bus system, security is provided by the Honolulu Police Department (HPD), the law enforcement arm of the C&C, and mainly in a response capacity. Private unarmed security guards are contracted by OTS for 24/7 service and are stationed at vehicle access points for the KP, PC, and PT facilities. Private unarmed security guards are contracted by DTS and stationed at the Waianae, Kapolei, and Waipahu Transit Centers from 10 pm to - 6 am.

System Map: See Below

Geographical Borders of the System and the Cities/Counties Served: The Honolulu Urban Area is the C&C which comprises the entire island of Oahu and is served by TheBus, TheHandi-Van, and TheBoat. Oahu is one of six major islands that encompass the State of Hawaii. Honolulu, the State Capital, is located on the island of Oahu. Travel between the islands is by air or sea. Due to the geographic make-up of the State of Hawaii and the C&C, DTS is the only agency providing intra-city bus service.

Other Sources of Funding Being Leveraged for Security Enhancements:

1. 2005 TSGP: funds are allocated to lighting and surveillance improvements at the KP Bus Facility, fencing improvements at both bus facilities, public awareness program, training and miscellaneous equipment for security enhancements such as jersey barriers.
2. 2005 UASI: access and control system at KP administration building
3. 2006 TSGP: will develop a computer-based independent tutorial type driver training program.
4. 2006 C&C Capital Improvement Project (CIP) funds: construction project to mitigate the security issues of an interior bus stop at the KP Bus Facility.
5. 2006 1% expenditure for safety/security of the Section 5307 Grant (requires 20% match from transit agency): constructed a security guard structure at the PC Bus Facility.
6. 2007 TSGP: Employee Training, Train-the-Trainer, Surveillance and Access Control improvements at PC
7. Multi-year 1% expenditure for safety/security of the Section 5307 Grant (requires 20% match from transit agency): On-board camera system project is a multi-year project and will procure planning & design services and on-board cameras for buses including supporting equipment and infrastructure upgrades at the bus facilities.
8. Since the C&C bus system is a government entity, it utilizes the services and resources of other C&C agencies for transit security and emergency response functions, such services are covered by the respective agency's budget.
9. OTS budget: Private security guard contract
10. New Para-transit Building - Fencing, access control, private security guards.

I.C. Discuss current and required capabilities of the transit agency undertaking this investment.

Response
Type

Response
Instructions

Narrative

For the transit agency undertaking this investment, describe the following:

- Discuss the transit agency's *current* efforts to protect any underwater tunnel infrastructure from attacks involving IEDs:
 - Specific attention should be paid to any enhancements achieved as a result of FY05/06/07 TSGP funding;
- Discuss the transit agency's *current* prevention, detection and response capabilities relative to IEDs and CBRN devices generally:
 - Specific attention should be paid to any enhancements in these capabilities achieved as a result of FY05/06/07 TSGP funding;
- Discuss the transit agency's *current* visible and unpredictable deterrent efforts:
 - Specific attention should be paid to any enhancements in these efforts achieved as a result of FY05/06/07 TSGP funding;
- Discuss the transit agency's *current* additional high consequence risk mitigation efforts, visible and unpredictable deterrent efforts, training programs for employees, emergency drills and citizen awareness activities:
 - Specific attention should be paid to any enhancements in these capabilities achieved as a result of FY05/06/07 TSGP funding;
- Discuss the transit agency's *requirements* relative to protection of any underwater tunnel infrastructure from attacks involving IEDs;
- Discuss the transit agency's *required* prevention, detection and response capabilities relative to IEDs and CBRN devices (including sensors, canine units, etc.);
- Discuss the transit agency's *required* visible/unpredictable deterrent needs; and,
- Discuss the transit agency's *required* high consequence risk mitigation needs, anti-terrorism training programs for employees, emergency drills and citizen awareness activities.

Response

Current Capabilities-Citizen Awareness Activities:

1. Transit Watch Placards in bus fleet (2005 TSGP)
2. Security Safety Brochure (See Something-Say Something) in 7 foreign languages (distributed with bus schedules) and Placard advertising the brochure in bus fleet (2005 TSGP)
3. Security safety section on TheBus web page
4. Current programs target bus riders

Required Capabilities-Citizen Awareness Activities:

1. Develop and implement public awareness programs for all citizens
2. Increase public awareness in transit security and emergency preparedness by partnering with citizen and volunteer emergency preparedness organizations (CERT, Citizens Corps), and other community-based organizations.
3. Provide public awareness programs for Limited English Proficiency persons.

Of the 19 Threat Scenarios in DTS' TVA, 8 scenarios recommend security public awareness program or passenger awareness program. Item 14 on FTA's Top 20 Security Program Action Items For Transit Agencies states "Public awareness materials are developed and distributed on a system wide basis".

Implementing a security awareness program for the public in collaboration with the Department of Emergency Management (formerly Oahu Civil Defense Agency) is one of the objectives in DTS' RTSS.

II. Strategic and Program Priorities

II.A. Provide an abstract for this investment

Response Type	Narrative
Response Instructions	Provide details about this investment.
Response	<p>This investment will develop a training video and accompanying pocket guide for presentation and distribution to various citizen/volunteer/community-based organizations. It will address security and behavior awareness in the transit environment, as well as general emergency preparedness measures and will be produced in different languages to reach the large limited English proficiency segment of DTS system's ridership. The purpose of this investment is to inform and involve the public in security awareness and preparedness measures and will be accomplished by:</p> <ol style="list-style-type: none"> 1. Collaborate with staff from Citizens Corps and CERT Programs to develop material content of training video/pocket guide and coordinate direct-delivery and distribution. 2. Procure professional services to produce a training video in security and behavior awareness, and emergency preparedness in 8 different languages. (300 total) 3. Procure professional services to produce a pocket guide in security and behavior awareness, and emergency preparedness in 8 different languages to complement the training video. (500,000 total) 4. Contract for one part-time personnel to coordinate this project with vendors, present direct-delivery and distribute the training video to organizations. (2K hours over 30 months of the grant period) 5. Promote the training video- Include with bus marketing, Place on website, Bus Placards, Foreign Language Publications, Mail-outs <p>This investment develops and implements a public education program addressing security and behavior awareness in the transit environment to address the need for the public to be better informed and prepared to prevent and deter a terroristic threat from occurring. Its purpose is to reduce the risk of such an occurrence by providing training materials to inform and involve the public in security awareness and preparedness measures. A large segment of Honolulu's "public" are limited English proficiency persons in many different languages (Japanese, Chinese, Korean, Filipino - 2 dialects, Vietnamese, Samoan).</p>

II.B. Describe how this investment specifically addresses one or more of the project effectiveness groups identified in the FY 2002 TSGP Guidance.

Response Type	Narrative
Response Instructions	<p>Describe how the investment addresses one or more of the following:</p> <ul style="list-style-type: none"> • Training, operational deterrence, drills, public awareness activities • Multi-user high-density key infrastructure protection • Single-user high-density key infrastructure protection • Key operating asset protection
Response	<p>This investment is a public awareness activity that fits in Project Effectiveness Group 1. It develops a training video and accompanying pocket guide on transit security and behavior awareness and general emergency preparedness for the public. It will be presented and distributed to various citizen/volunteer/community-based organizations in collaboration with the CERT and Citizens Corps programs.</p>

II.C. Describe the relevance of the investment to the *National Preparedness Guidelines*, and the *National Strategy for Transportation Security*.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Explain how this investment will support one or more of the following <i>National Preparedness Priorities</i>: <ul style="list-style-type: none"> ◦ Expanding regional collaboration; ◦ Implementing the National Incident Management System and the National Response Plan; ◦ Implementing the National Infrastructure Protection Plan; ◦ Strengthening information sharing and collaboration capabilities; ◦ Enhancing interoperable communications capabilities; and, ◦ Strengthening CBRNE detection and response capabilities. • Explain how this investment will support the goals of the <i>National Strategy for Transportation Security</i>; and, • Explain how this investment will support one or more of the 37 Capabilities within the Target Capabilities List.
Response	<p>This investment supports:</p> <p><u>National Preparedness Priorities</u></p> <ul style="list-style-type: none"> • Expanding regional collaboration: DTS will partner with local (CERT) and state (Citizen Corps) emergency management community program staff to develop material content of the training video/pocket guide and coordinate its presentation and distribution to community organizations in all counties (islands) in the State of Hawaii. • Implementing the National Infrastructure Protection Plan: Informing and involving the public in security awareness and preparedness is a key component to strengthen DTS' prevention and deterrence capabilities to protect transit operations and its critical infrastructure. <p><u>Transportation Security Goals</u></p> <ul style="list-style-type: none"> • Public awareness and preparedness campaigns: The training video and pocket guides will be presented and distributed to community organizations for further dissemination through their membership, families, and other affiliations. The delivery in multi-languages insures extensive coverage of the diverse populace within the C&C Honolulu and the State of Hawaii. <p><u>Target Capabilities List</u></p> <ul style="list-style-type: none"> • Community Preparedness and Participation: The training video and pocket guide are public educational and informational programs to ensure that citizens are trained in awareness and preparedness measures. Educating the public in this area will familiarize them with volunteer emergency preparedness programs such as CERT and Citizens Corps, and increase community participation in such organizations.

II.D. Describe the relevance of this investment to the transit agency's required security plan, Regional Transit Security Strategy, and applicable State and/or Urban Area Homeland Security Strategy. For Tier 1 transit agencies, include relevance to region's prioritized list of security-related investments.

Response Type:	Narrative
Response Instructions:	<ul style="list-style-type: none"> • Outline how investment specifically addresses the transit agency's required security plan; • Identify how investment supports other applicable regional and state homeland security planning efforts. <p><i>Note: The SAA should provide a brief confirmation of the relevance of the proposed investment to the applicable State or regional plan within this field.</i></p>
Response:	<p><u>RTSS:</u> This investment contributes to improving DTS' ability to prevent and detect terroristic threats and protect its critical infrastructure and transit operations by training the public in security and behavior awareness and emergency preparedness measures.</p> <p><u>UASI:</u> This investment aligns with the UASI focus to promote terrorism awareness and promote community participation in volunteer programs such as CERT.</p> <p><u>State of Hawaii Homeland Security Strategy:</u> This investment supports the goal to develop a comprehensive public information and awareness program by collaborating with Citizens Corps to produce and distribute the training video/pocket guide.</p>

III. Impact

III.A. Discuss the anticipated impacts of this investment and how the requested funding will help attain/achieve expected impacts. Consider the areas affected, and other entities (smaller transit systems, jurisdictions, disciplines) that could leverage the outcomes and impacts of the solution presented by this investment.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> Outline the expected, high-level impacts this investment is expected to attain or achieve if implemented, and potential negative impacts if the investment is not implemented; Explain at a high level how TSGP funding will help achieve these impacts. (Do not include specific information as to the amount or type of funding requested. This information should be provided in Section IV.); Ensure this response links the identified impacts to specific geographic and demographic areas outlined; and, Ensure this response identifies other transit systems, jurisdictions and disciplines that may benefit from an outcome or a solution presented by this investment.
Key Definitions	<p>Impact refers to the effect that this investment will have on the identified geographic and demographic areas. Outcome refers to a tangible result that can be measured and evaluated.</p>
Response	<p>Initiating this investment will improve the security awareness and emergency preparedness posture of DTS by educating the commuting public to prevent and deter terroristic threats. This posture will also be enhanced for the C&C Honolulu and the State by collaborating with their respective emergency preparedness programs to eventually disseminate this investment to all citizens through a coordinated effort with community organizations. Currently, each agency conducts its own public awareness programs on a limited scale.</p> <p>Once the initial task of developing and producing the training video and pocket guides is complete, the crux of this project to determine its success will be the extent of the population that is educated by this video and pocket guide. For this grant period, the objective is to provide 150 direct-deliveries to community organizations and distribute all pocket guides printed for this investment. An initial supply of the materials will be provided to the transit systems and emergency management departments in other counties (islands) for inclusion and use in their public awareness programs.</p>

III.B. Discuss how the implementation of this investment will decrease or mitigate risk.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Discuss how this investment will reduce risk (e.g., reduce vulnerabilities or mitigate the consequences of an event) by addressing the needs and priorities identified in earlier analysis and review; and, • Identify the nature of the risk and how the risk and need are related to show how addressing the need through this investment will also mitigate risk (e.g., reduce vulnerabilities or mitigate the consequences of an event).
Response	<p>This investment enhances security awareness and preparedness measures to reduce the risk of a terroristic threat occurring in the transit system by providing training and education for the public to be more aware, knowledgeable, and prepared in prevention and deterrence capabilities.</p> <p>The TVA's Summary Scenario Worksheet for Critical Assets provides detailed assessments of key threat scenarios applied to identified assets. Implementing a public awareness program to reduce vulnerability is one of the recommendations included in 8 of the 19 threat scenarios.</p> <p>Public awareness is in Project Effectiveness Group 1 reflecting the high priority that is placed on its effectiveness to strengthen security preparedness measures in the transit environment to reduce the likelihood that transit operations and critical infrastructure will be targeted by terroristic threats. Currently, the extent of public awareness programs reaching the populace is limited, due in part to the large segment of limited English proficiency persons. This investment is a coordinated effort to provide security awareness and emergency preparedness training to a greater segment of the population.</p>

III.C. Describe what the potential homeland security risks of not funding this investment are.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Consider the risks that already exist and will be more prevalent and/or any new risks that will result if this investment is not funded and implemented; and, • Briefly discuss potential outcomes if this risk is not addressed –explain what vulnerabilities will not be reduced or what potential consequences will not be mitigated.
Response	<p>The public, especially the limited English proficiency segment, would not be informed and involved in security awareness and preparedness measures. Lack of awareness training limits the public's prevention and deterrence capabilities, so crucial in the transit environment. This gap increases the vulnerability of DTS' system security and the raises risk of a terroristic threat occurring. In addition, during emergency incidents, the uninformed and ill-prepared are counter-productive and negatively impact the community.</p>

IV. Funding & Implementation Plan

V.A. Investment Funding Plan	
Response Type	Numeric and Narrative
Response Instructions	<ul style="list-style-type: none"> • Include a narrative response below certifying how the cost share requirement will be met, where applicable • Complete the chart below to identify the amount of funding being requested for this investment only; • Funds should be requested by allowable cost categories (i.e., planning, organization, equipment, training, exercises, and management and administration.); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, • Applicants must indicate whether additional funding (non-FY 2008 TSGP) will be leveraged for this investment. <p><i>Note: Investments will be evaluated on the expected impact on security relative to the amount of the investment (i.e., cost effectiveness). An itemized Budget Detail Worksheet and Budget Narrative must also be completed for this investment. See Appendix E of this document for a sample format.</i></p>
Response	<p>The Federal cost share for this public awareness investment is 100%. Planning costs include:</p> <ul style="list-style-type: none"> • Hiring professional service vendor to develop/produce the training video - \$200K • Hiring professional service vendor to develop/produce the pocket guide - \$70K • Hiring one part-time personnel to assist with this project - \$50K

The following template illustrates how applicants should indicate the amount of FY 2008 TSGP funding required for the investment, how these funds will be allocated across the cost elements, and what non-FY 2008 TSGP funds will be utilized including the cost share requirement, where appropriate:

	FY2008 TSGP Request Total	Other Funding Sources Applied (including cost share required)	Grand Total
Planning	320,000		320,000
Operational Packages			
Equipment			
Training			
Exercises			
M&A			
TOTAL	320,000		320,000

IV.B. Identify up to five potential challenges to the effective implementation of this investment (e.g., stakeholder buy-in, sustainability, aggressive timelines).	
Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • For each identified challenge, provide a brief description of how the challenge will be addressed and mitigated, and indicate a probability of occurrence (high, medium, or low); • The response should focus on the implementation only; • Consider the necessary steps and stages that will be required for successful

	<p>implementation of the investment;</p> <ul style="list-style-type: none"> Identify areas of possible concern or potential pitfalls in terms of investment implementation; and, Explain why those areas present the greatest challenge to a successful investment implementation.
Response	<p>Challenges:</p> <ol style="list-style-type: none"> Professional services proposals exceed allocated amount of grant funds or cost overruns. (low probability that this will occur – an above average estimated cost was used) Reduce scope of project, i.e. less copies of product; or reduce hours in part-time services contract, no change orders Performance issues with contracted vendors. (low probability that this will occur – selection criteria will require references and previous product examples) Lack of interest or participation by community organizations. (medium probability that this will occur – hiring part-time person to assist with outreach, include promotion of this project with bus marketing activities i.e. free bus pass holder with lanyard that will fit pocket guide) <p>Implementation Phasing:</p> <ul style="list-style-type: none"> Planning (Identify subject matter, establish data base of community organizations, develop specifications, terms and conditions for contracts) Procurement (Professional and personnel services contracts) Product Development (DVD and pocket guide) Public Awareness Campaign (Direct-delivery presentations and distribution)

IV.C. Describe the management team, including roles and responsibilities, that will be accountable for the oversight and implementation of this investment, and the overall management approach they will apply for the implementation of this investment.	
Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> Provide the high-level skill sets (e.g., budget execution, grant administration, geospatial expert, outreach and communication liaison) that members of the management team must possess for the successful implementation and oversight of the investment; Discuss how those skill sets fulfill the oversight and execution responsibilities for the investment, and how the management roles and responsibilities will be distributed/assigned among the management team; and, Explain how the management team members will organize and work together in order to successfully manage the investment.
Response	<ol style="list-style-type: none"> SAA: manages grant application requirements, dispersal of funds Grant Administrator: manages budget detail of investment Project Manager: oversees/coordinates project implementation action items with vendors and contracted personnel Vendor: develops product Contracted Personnel: product delivery, marketing, outreach and communication liaison with community groups and other agencies Outside Agencies (CERT & Citizens Corps): integrate direct-delivery/distribution of this project into their programs

A successful project is dependent on team members having a clear understanding of the project's objective and timeframe, maintaining communication and coordination efforts on a timely basis, and being accountable for their area of responsibility.

IV.D. Discuss funding resources beyond FY2008 TSGP that have been identified and will be leveraged to support the implementation and sustainment of this investment.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Discuss other funding sources (e.g., non-TSGP grant programs, public or private agreements, future fiscal year grants) that you plan on utilizing for the implementation and/or continued sustainment of this investment; • If no other funding resources have been identified, or if none are necessary, provide rationale as to why the requested FY08 TSGP funding is sufficient for the implementation and sustainment of this investment; and, • Investments will be evaluated on the extent to which they exhibit a likelihood of success, or continued success, without requiring additional Federal assistance. Investments will also be evaluated on the willingness of the transit agency to provide a cash match or operational equivalent regardless of amount and source.
Response	According to the grant program requirements, the maximum Federal cost share is 100% for public awareness projects, therefore no match is needed. The start-up costs for this investment requires the largest outlay of resources and consequently dependent on the requested grant funds. It is anticipated that the subject matter content of the product will remain relevant for years to come, therefore this investment can be sustained through DTS' operations expense budget.

IV.E. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Response Type	Narrative										
Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment – those that are covered by the requested FY2008 TSGP funds and will be completed over the 36-month grant period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above). 										
Response	<table> <tr> <th>Task</th><th>Duration</th></tr> <tr> <td>Planning</td><td>3 Months</td></tr> <tr> <td>Procurement</td><td>6 Months</td></tr> <tr> <td>Development</td><td>12 Months</td></tr> <tr> <td>Direct-delivery Distribution</td><td>15 Months</td></tr> </table>	Task	Duration	Planning	3 Months	Procurement	6 Months	Development	12 Months	Direct-delivery Distribution	15 Months
Task	Duration										
Planning	3 Months										
Procurement	6 Months										
Development	12 Months										
Direct-delivery Distribution	15 Months										

IV.F. Describe the planned duration for this overall investment. Discuss your long-term sustainability plans for the investment after your FY2008 TSGP funds have been expended, if applicable.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Give the expected total life-span for this investment if fully implemented and sustained through completion; • Consider how this investment will be sustained and funded after FY2008 TSGP funds are expended, if applicable; • Include information about resource needs (e.g., personnel, processes, and tools), as well as critical governance needs; and, • List critical milestones that are outside of the FY2008 TSGP grant period, and how those milestones will be met with the identified funding and resources.
Response	As long as the subject matter material on the training videos and pocket guides remains relevant, this will be an on-going, continuous program sustained through the operating budget.

IV.G. Describe the technical implementation plan for this investment. Discuss the advantages of the solution proposed.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Define the vision, goals, and objectives for the risk reduction, and summarizes how the proposed investment will fit into the overall effort to meet the critical infrastructure security priorities (including integration into existing security protocols); • Describe the specific needs and/or resource limitations that need to be addressed; • Identify any potential partners and their roles and staffing requirements, and provide information on any existing agreements such as Memoranda of Understanding (MOU); • Identify specific equipment needs (e.g., number of facility cameras, number of security lights, amount of security fencing, etc.) and other details for training, awareness, exercises, and other programs, if applicable (e.g., number of people to be trained, length of training, type of training, number of printed materials, number of agencies and staff members involved in exercise planning, execution, and review); • Describe progress made on the security project this investment will be completing, if applicable; and, • Reference use of prior year grant funds, if applicable.
Response	<p>In the overall effort to provide a safe, efficient, responsive, and reliable transit system, DTS' RTSS focuses on forming the foundation to improve its capabilities to prevent and deter acts of terrorism, especially IEDs and CBRNEs. As such, DTS' security priority is to continually develop a sustainable program to protect the commuting and general public, and critical assets from terroristic events. To minimize major loss of life, severe disruption of transit services, and catastrophic economic losses, this security program supports risk reduction measures that address prevention, protection, and detection objectives.</p> <p>This investment enhances DTS' capabilities in prevention and detection and reduces the risk of a terroristic event occurring in the transit environment by developing a sustainable public educational program to inform and involve the public in security awareness and emergency preparedness measures.</p>

Note: After completing each the template for each investment, applicants should review the information provided to ensure accuracy, particularly the Milestone Dates and the Investment Funding Plan.

Investment Heading	
Date	March 17, 2008
State	Hawaii
Urban Area	City & County of Honolulu (C&C)
Agency Name	Department of Transportation Services (DTS)
Investment Name	Fast-track Training
Investment Phase	2
Is this a Multi-State investment? If yes, which States?	No
Investment Amount	\$523,280

I. Background

Note: This section only needs to be completed once per application, regardless of the number of investments proposed. The information in this section provides background/context for the investment(s) requested, but does not represent the evaluation criteria used by DHS for rating individual investment proposals.

I.A. Identify the transit agency and that agency's point(s) of contact for this investment.	
Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; and • Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award.
Response:	<p>Sandra Abelaye, Planner 650 South King Street Honolulu, Hawaii 96813 808-768-8371 (Office) 808-550-6975 (Fax) sabelaye@honolulu.gov</p> <p>Robert G. Lee, The Adjutant General/SAA Hawaii Department of Defense – Civil Defense Division 3949 Diamond Head Road Honolulu, Hawaii 96816 808-733-4287 (Office) 808-733-4287 (Fax)</p>

I.B. Describe the operating system for the transit agency undertaking this investment.

Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data; • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and, • Other sources of funding being leveraged for security enhancements.
Response	<p>Infrastructure:</p> <p><u>Transit Operations:</u></p> <p>Department of Transportation Services (DTS) offices are in the Fasi Municipal Building (FMB) which houses the major departments for the City & County of Honolulu (C&C). FMB is located in the Civic Center block which includes Honolulu Hale (offices of the Mayor, City Council, Corporation Counsel), State of Hawaii Land & Natural Resources office building, pre-school facility, and underground city and state parking facilities. Surrounding the Civic Center block are the State Capitol, Governor's residence, Queens Hospital (the largest and most important medical facility in the State), Honolulu Police Department (HPD) Headquarters, and the Alapai Transit Center. Numerous main bus routes operate on the arterial streets in the immediate vicinity of this area which includes the central business and financial districts of downtown Honolulu. An incident targeting this area will impact transit, city & state government, police and medical services, financial and business centers, as well as the many citizens who live and work in the area.</p> <p>There are two bus facilities: 1) Kalihi-Palama (KP) houses 295 buses for urban routes, the central control communications center for entire bus system, IT department, maintenance yard, and fuel storage facility, 2) Pearl City (PC) houses 230 buses for suburban routes, maintenance yard, and fuel storage facility; a new Para-transit facility (PT) located next to the KP houses 129 handivans, central control communication for the para-transit system, and maintenance yard; six Transit Centers (Alapai, Waipahu, Mililani, Waiānae, Hawaii Kai, Kapolei) are major hubs for multiple routes, five Park & Rides service several commuter express routes, and approximately 4K bus stops. Two boats provide commuter ferry service between the Aloha Tower and Kalaeloa Barber's Point harbor facilities during the weekday morning and afternoon peak periods. These boats are stored at the Kalaeloa harbor. Dedicated bus routes service TheBoat system. Transit operations will be severely impacted should an event occur at KP, PC, or PT, and severely disrupted should the other facilities be targeted.</p> <p>A High Capacity Fixed Guideway Transit System is currently in the planning and design phase; anticipated to begin operations by 2012. The main line will run between Kapolei (westside) and Ala Moana Shopping Center (eastside) with branches to the University of Hawaii and Waikiki.</p> <p>A Joint Transportation Management/Emergency Operations Center Building is currently in the planning and design phase and will be constructed on the Alapai Transit Center site across the street from the FMB and next to the HPD Headquarters Building.</p> <p>Middle Street Inter-modal Center: Phase 1 - Para-transit Facility will be operational in May 2008. Phase 2 - Transit Center for bus, handi-van, and rail and Phase 3 - thousand space parking structure with ground level commercial use to follow in the coming years.</p>

Critical Infrastructure:

As the only public transportation system in the C&C, the intra-city bus system known as TheBus; also includes the para-transit component, TheHandi-Van; and a ferry system, TheBoat. The entire island of Oahu which is the C&C is serviced by this public transportation system.

TheBus, TheHandi-Van, and TheBoat provides service to or adjacent to many infrastructure sites listed in the State of Hawaii Critical Infrastructure Protection Plan and deemed critical to the C&C; as well as many other critical target areas. The major economic base for the C&C is tourism and the military.

Military facilities: Pearl Harbor, Hickam AFB, Marine Corps Station Hawaii, Schofield Barracks, Tripler Hospital and Veteran Administration, and Naval Computer & Telecommunications Master Station. Due to the large number of civilian workers at Pearl Harbor, in addition to a regular bus route, several weekday morning and afternoon commuter express routes run through the base. All other facilities have a regular route operating on base. While Fort Shafter does not have bus service on base, a bus stop is located by the front gate.

Government Facilities: Federal Building, State Capitol, Honolulu Hale, FMB, Kapolei State Building, Kapolei C&C Building - multiple bus routes and bus stops are in proximity.

Honolulu International Airport - two routes service the main terminal and travel by the Main Post Office.

Honolulu Harbor/Aloha Tower (cruise ships, Foreign Trade Zone) - Aloha Tower, located in Honolulu Harbor, is a landmark developed with a shopping center/restaurant complex and contains the passenger terminal for cruise ships and TheBoat docking area. Several routes divert into the Aloha Tower complex to service a well used bus stop located at the main entrance.

Other landmarks, tourist attractions, business and commercial centers: Waikiki (including Diamond Head), Arizona Memorial/USS Missouri, Financial & Central Business District, Ala Moana Shopping Center, Pearl Ridge Shopping Center, Waikale Shopping Center, Convention Center - Numerous routes serve these areas, especially Waikiki, the Financial & Central Business District, and Ala Moana Shopping Center (a major hub). Route 42 westbound off-routes into the Arizona Memorial complex.

Educational Centers: University of Hawaii (UH) including their Law and Medical Schools, numerous public and private schools - UH's main Manoa campus, including the Law School is considered a commuter college and serviced by several routes and home to the east end terminal of the City Express Route A. Bus stops fronting the UH Medical School in Kakaako are serviced by two routes.

Medical Centers: Most major hospitals (Queens, Kaiser Moanalua and Honolulu, St. Francis, Straub, Wahiawa) are located along bus routes and have bus stops fronting their facilities.

Aloha Stadium Events (Swap Meet-3x/Week; National Football League Pro Bowl, University of Hawaii football games, and big-name concerts). Several bus stops fronting Aloha Stadium are served by multiple routes and special Football Express routes provide service into the stadium's parking lot.

Ridership Data (FY2007):

C&C Honolulu Population (including visitors): 1M
Ethnic Classifications: Asian 47%; Pacific Islander 23%; Caucasian 18%
African American 4%; Hispanic 2%; Native American 1%; Multiple Response 5%

TheBus Fixed Route Data

Routes: 105
Unlinked Trips (Passenger Boardings): 68.0 M
Vehicle Revenue Miles: 17.9 M
Vehicle Revenue Hours: 1.35 M

TheHandi-Van Demand Response Data

Unlinked Trips (Passenger Boardings): 820 K
Vehicle Revenue Miles: 4.7 M
Vehicle Revenue Hours: 330 K

TheBoat Ferry Service

Approximately 300 passengers a day on 12 trips

No. of Passenger Miles (FY2007):

TheBus: 316.9 M Passenger Miles
TheHandi-Van: 8.58 M Passenger Miles

No. of Vehicles:

TheBus Fleet: 525 Buses (295 at KP – 230 at PC)
30-35-foot Hill-climber: 37
40-foot Coach: 408
60-foot Articulated: 80
TheHandi-Van Fleet: 129 Vans
TheBoat Fleet: 2 Vessels

Types of Service and Other Important Features:

Currently, the fixed route operation of TheBus has 105 routes serving all regions in the C&C, Windward (Kahuku to Makapuu), Leeward (Makaha to Waipahu), Central Oahu (North Shore to Milliani), and the Primary Urban Corridor (Pearl City to East Honolulu).

Regular Service:

- Urban/Suburban Trunk: 22 Routes
- Urban/Suburban Feeder: 38 Routes

Express Service:

- AM/PM Peak Period Commuter: 32 Routes
- Limited Stop: Urban/Suburban Trunk - 3 Routes; Urban Trunk – 1 Route
- For TheBoat: 5 Routes

Community Access Shuttle Service (uses para-transit vehicles): 4 Routes

TheHandi-Van is a demand-response service operating in the entire C&C (including Military Facilities) for those riders meeting eligibility requirements.

TheBoat provides ferry service between the second city of Kapolei on the Leeward side of Oahu and downtown Honolulu, with dedicated express bus routes transporting passengers to and from the Harbor facilities.

- Leeward Area: 3 routes serve Waianae Coast, Makakilo, and Kapolei
- Downtown Honolulu: 2 routes provide service from Aloha Tower to UH and Waikiki.

Dedicated bus service also insures that passengers will not be stranded if TheBoat is unable to operate due to weather conditions or mechanical problems.

TheBus and TheHandi-Van are operated under a management contract with Oahu Transit Services, Inc. (OTS), a private, not-for-profit management firm. The contract is administered by DTS, Public Transit Division (staff of 25). All facilities, equipment, and rolling stock are owned by the C&C, DTS. To operate TheBus and TheHandi-Van for the C&C, OTS has approximately 1,800 employees in the following categories:

Senior Management: 7	Administrative & Support Staff: 262
Operators: 1,123	Road Supervisors: 20
Central Control/Dispatch: 33	Maintenance Staff: 354
Security Staff: 1	

As a public transportation bus system, security is provided by the Honolulu Police Department (HPD), the law enforcement arm of the C&C, and mainly in a response capacity. Private unarmed security guards are contracted by OTS for 24/7 service and are stationed at vehicle access points for the KP, PC, and PT facilities. Private unarmed security guards are contracted by DTS and stationed at the Waianae, Kapolei, and Waipahu Transit Centers from 10 pm to - 6 am.

System Map: See Below

Geographical Borders of the System and the Cities/Counties Served: The Honolulu Urban Area is the C&C which comprises the entire island of Oahu and is served by TheBus, TheHandi-Van, and TheBoat. Oahu is one of six major islands that encompass the State of Hawaii. Honolulu, the State Capital, is located on the island of Oahu. Travel between the islands is by air or sea. Due to the geographic make-up of the State of Hawaii and the C&C, DTS is the only agency providing intra-city bus service.

Other Sources of Funding Being Leveraged for Security Enhancements:

1. 2005 TSGP: funds are allocated to lighting and surveillance improvements at the KP Bus Facility, fencing improvements at both bus facilities, public awareness program, training and miscellaneous equipment for security enhancements such as jersey barriers.
2. 2005 UASI: access and control system at KP administration building
3. 2006 TSGP: will develop a computer-based independent tutorial type driver training program.
4. 2006 C&C Capital Improvement Project (CIP) funds: construction project to mitigate the security issues of an interior bus stop at the KP Bus Facility.
5. 2006 1% expenditure for safety/security of the Section 5307 Grant (requires 20% match from transit agency): constructed a security guard structure at the PC Bus Facility.
6. 2007 TSGP: Employee Training, Train-the-Trainer, Surveillance and Access Control improvements at PC
7. Multi-year 1% expenditure for safety/security of the Section 5307 Grant (requires 20% match from transit agency): On-board camera system project is a multi-year project and will procure planning & design services and on-board cameras for buses including supporting equipment and infrastructure upgrades at the bus facilities.
8. Since the C&C bus system is a government entity, it utilizes the services and resources of other C&C agencies for transit security and emergency response functions, such services are covered by the respective agency's budget.
9. OTS budget: Private security guard contract
10. New Para-transit Building -- Fencing, access control, private security guards.

I.C. Discuss current and required capabilities of the transit agency undertaking this investment.

Response Type	Narrative
Response Instructions	<p>For the transit agency undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Discuss the transit agency's <i>current</i> efforts to protect any underwater tunnel infrastructure from attacks involving IEDs: <ul style="list-style-type: none"> ◦ Specific attention should be paid to any enhancements achieved as a result of FY05/06/07 TSGP funding; • Discuss the transit agency's <i>current</i> prevention, detection and response capabilities relative to IEDs and CBRN devices generally: <ul style="list-style-type: none"> ◦ Specific attention should be paid to any enhancements in these capabilities achieved as a result of FY05/06/07 TSGP funding; • Discuss the transit agency's <i>current</i> visible and unpredictable deterrent efforts: <ul style="list-style-type: none"> ◦ Specific attention should be paid to any enhancements in these efforts achieved as a result of FY05/06/07 TSGP funding; • Discuss the transit agency's <i>current</i> additional high consequence risk mitigation efforts, visible and unpredictable deterrent efforts, training programs for employees, emergency drills and citizen awareness activities: <ul style="list-style-type: none"> ◦ Specific attention should be paid to any enhancements in these capabilities achieved as a result of FY05/06/07 TSGP funding; • Discuss the transit agency's <i>requirements</i> relative to protection of any underwater tunnel infrastructure from attacks involving IEDs; • Discuss the transit agency's <i>required</i> prevention, detection and response capabilities relative to IEDs and CBRN devices (including sensors, canine units, etc.); • Discuss the transit agency's <i>required</i> visible/unpredictable deterrent needs; and, • Discuss the transit agency's <i>required</i> high consequence risk mitigation needs, anti-terrorism training programs for employees, emergency drills and citizen awareness activities.
Response	<p>Current Capabilities:</p> <ol style="list-style-type: none"> 1. Approximately 90% of transit employees have not received appropriate security training. 2. The only security training program of bus service contractor is contained in their new hire/refresher training classes for bus drivers and consists of drivers viewing a National Transit Institute (NTI) DVD "System Security Awareness for Transit Employees". All employees receive NTI's pocket guide "Employee Guide to System Security". 3. Funding from TSGP 2006 provides equipment and some materials to establish a computer-based independent tutorial-type training program, such as online ICS courses and various security awareness videos. (this effort will be operational by June 2008 – it was postponed due to construction delays in completing the new para-transit building – para-transit operations will relocate from KP into their new building in May 2008, then the bus training section will move into the area vacated by para-transit operations after minor renovations are completed- June 2008) 4. TSGP 2005: Transit Terrorist Tools and Tactics (T-4) Training Course: Develop knowledge, skills, and abilities to detect, deter, prevent, mitigate, and respond to consequences of CBRNE threats. October 2007 - 24 Participants (Road Supervisors, Trainers, Operations Supervisors, Security Director, Law Enforcement, Management, Planners) 5. TSGP 2007: Connecting Communities Transit Emergency Preparedness Workshop: Coordinated Interagency Emergency Response. March 2008 – 49 Participants (Road Supervisors, Trainers, Dispatch/Controllers, Operations Supervisors, Security Director, Law Enforcement, Fire/Hazmat, Emergency Management, Public Health, Management, Planners)

TSGP 2007:

ICS 100: NIMS. March 2008 – 14 Participants (Road Supervisors, Dispatch/Controllers Trainers, Planners) July 2008 – 25 Participants

Train-the-Trainer: Security Awareness June 2008 – 20 Participants (Trainers)

Train-the-Trainer: Behavior Recognition June 2008 – 20 Participants (Trainers)

Effectively Managing Transit Emergencies: To be scheduled – 40 Participants (Road Supervisors, Dispatch/Controllers, Operations Supervisors, Trainers, Administrative Support, Management, Law Enforcement, Planners)

Strategic Counter Terrorism for Transit Managers: Managing Counterterrorism Programs: To be scheduled – 30 Participants (Road Supervisors, Dispatch/Controllers, Operations Supervisors, Management)

Required Capabilities:

1. Security training for all transit employees.
2. Develop employee security training cycle schedule.
3. Tabletops, drills, exercises

DTS' TVA identifies the lack of security awareness training limits the ability of all transit employees to prevent and detect potential criminal or terrorist activities as a high vulnerability; and recommends mandatory annual security awareness training programs be developed for all employees and tracked for compliance.

The TVA's Summary Scenario Worksheet for Critical Assets provides detailed assessments of key threat scenarios applied to identified assets. Implementing an employee awareness-training program is one of the recommendations included in all threat scenarios to reduce vulnerability.

TSA's Baseline Assessment & Security Enhancement Review of the bus service contractor for DTS identified employee security training as deficient.

II. Strategic and Program Priorities

II.A. Provide an abstract for this investment.

Response Type	Narrative
Response Instructions	Provide details about this investment.
Response	<p>This investment supports DTS' continuing effort to provide security training for transit employees. Proper training, especially for front-line employees, strengthens prevention and deterrence capabilities to reduce the risk of terroristic threats and protects transit operations and critical infrastructure.</p> <p>Most transit employees are front-line and providing training without disrupting operations can be difficult and costly. In June 2008, OTS trainers will complete two train-the-trainer courses in Security Awareness and Behavior Recognition and the computer-based independent tutorial-type training program will be operational. The computer-based capability provides employees with the opportunity for on-line training courses.</p> <p>After completing the Security Awareness and Behavior Recognition train-the-trainer courses, OTS trainers will be able to incorporate these courses into their on-going operator training programs for new hires and refresher training, and develop a security training course for all other employees.</p> <p>Grant funds will be used to provide in-house training in Security Awareness and Behavior Recognition to 700 frontline employees over the 24 month period to cover the costs for overtime, backfill, and course materials.</p> <p>Courses: 1) Security Awareness 2) Behavior Recognition Operators: 670 Road Supervisors: 20 Bus Stop Maintenance Crew: 10</p> <p>For management, training reinforces the importance of security awareness and broadens their knowledge base to insure commitment and support for employee training and other security initiatives. The following courses will be beneficial as the DTS transit system continues to expand:</p> <ul style="list-style-type: none"> Ferry service was added in 2007 High Capacity Fixed Guideway system anticipated to begin operations in 2012 Phase 1 (new para-transit facility) of the Middle Street Inter-modal Center will be operational in May 2008 with Phase 2 (Transit Center for bus, handi-van, and rail) and Phase 3 (1K space parking structure with ground level commercial use) to follow in the coming years Joint Transportation Management/Emergency Operations Building is in planning & design phase <p>Courses: 1) Transit System Security (Prerequisite) 2) Transit System Security Design Review Senior Management: 10 Middle Management: 15</p>

III. Impact

III.B. Discuss how the implementation of this investment will decrease or mitigate risk.	
Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Discuss how this investment will reduce risk (e.g., reduce vulnerabilities or mitigate the consequences of an event) by addressing the needs and priorities identified in earlier analysis and review; and, • Identify the nature of the risk and how the risk and need are related to show how addressing the need through this investment will also mitigate risk (e.g., reduce vulnerabilities or mitigate the consequences of an event).
Response	<p>This investment enhances security preparedness measures to reduce the risk of a terroristic threat occurring in the transit system by providing security and behavior awareness training for transit drivers and other front-line employees to be more capable and prepared in detection, prevention, and response to such threats. It addresses the need for such training identified in the TVA and Baseline assessments.</p> <p>It will also provide an educational and training opportunity for management to increase their knowledge, skills, and abilities in the on-going expansion of Honolulu's transit system. The other counties would also benefit as their transportation systems continue to grow.</p> <p>Training is in Project Effectiveness Group 1 reflecting the high priority that is placed on its ability to strengthen DTS' system security and reduce vulnerability in this area. Currently, 90% of transit employees have not received this training. If funded, at the end of this grant period, approximately 70% of employees will be trained (40% with this grant, 10% already trained, 20% new hire & refresher training during this grant period). This training will provide management with the background and tools to formulate well-informed decisions when addressing the security aspect of the transit system.</p>

IV. Funding & Implementation Plan

IV.A. Investment Funding Plan	
Response Type	Numeric and Narrative
Response Instructions	<ul style="list-style-type: none"> • Include a narrative response below certifying how the cost share requirement will be met, where applicable • Complete the chart below to identify the amount of funding being requested for this investment only; • Funds should be requested by allowable cost categories (i.e., planning, organization, equipment, training, exercises, and management and administration.); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, • Applicants must indicate whether additional funding (non-FY 2008 TSGP) will be leveraged for this investment. <p><i>Note: Investments will be evaluated on the expected impact on security relative to the amount of the investment (i.e., cost effectiveness). An itemized Budget Detail Worksheet and Budget Narrative must also be completed for this investment. See Appendix E of this document for a sample format.</i></p>
Response	The Federal cost share for this training investment is 100%. Training costs include overtime, backfill, and course materials for employee training and costs to host the management training courses in Honolulu.

The following template illustrates how applicants should indicate the amount of FY 2008 TSGP funding required for the investment, how these funds will be allocated across the cost elements, and what non-FY 2008 TSGP funds will be utilized including the cost share requirement, where appropriate:

	FY2008 TSGP Request Total	Other Funding Sources Applied (including cost share required)	Grand Total
Planning			
Operational Packages			
Equipment			
Training	523,280		523,280
Exercises			
M&A			
TOTAL	523,280		523,280

IV.E. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment – those that are covered by the requested FY2008 TSGP funds and will be completed over the 36-month grant period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above).
Response	<p>Approximately 40 employees will be trained each month during the first 18 months of this 24-month grant period. At this point, any excess grant funds will be used to train more employees to exhaust funds prior to the lapse date.</p> <p>Training for management will be scheduled within the 24 month grant period.</p>

Note: After completing each the template for each investment, applicants should review the information provided to ensure accuracy, particularly the Milestone Dates and the Investment Funding Plan.

Budget Narrative

The FY 2008 Transit Security Grant contains two investments:

Public Awareness Fast Track Training

The awareness investment will require \$320,000 to implement with in-kind support for the Department of Transportation Services of \$50,000.00. In addition, the following two public awareness programs that the county promotes to support and complement the public awareness campaign includes:

Develop and produce training videos (DVD) in 8 languages English, Japanese, Chinese, Korean, Ilocano, Tagalog, Vietnamese, Samoan (300 total) 12 Month Contract	\$200,000.00
Design and produce pocket guides in 8 languages English, Japanese, Chinese, Korean, Ilocano, Tagalog, Vietnamese, Samoan (500 K total) 12 Month Contract	\$ 70,000.00

The Fast Track Training program Department of Transportation Services will sponsor Security Awareness, Behavior Recognition, and Transit System Security Design for a total of \$523,280.00, for Front-Line Employees. The transit employees are front-line and providing training without disrupting operations. The training will support 700 bus personnel from operators, supervisors and maintenance crews. The trainings will be completed in 24 months.

Security Awareness	709	Balance capacity to identify, report, and react to suspicious activity and security incidents.							\$236,320
Behavior Recognition	709	Recognize behaviors associated with imminent reconnaissance and planning activities, including the conduct of surveillance. Apply lessons learned from the latest security tracking.							\$236,320
Immediate Emergency Response		Prepare passenger roll lists; operators to deal with explosive detonations, incendiaries, released chemical hazards, and similar threats in the confines of rail and system infrastructure.							\$0
Railroad Incident Management System (RIMS)		Ensure level agency emergency communication and resource personnel gain and maintain knowledge and skills necessary to operate under NIMS in accordance with the National Response Plan (NRP).							\$0
Operations Control Center Readiness		Identify security vulnerabilities. Determine and exercise role of CCC personnel in preventing terrorist attacks through collaboration of Transportation Security Division (TSD) and weapons of mass destruction. Specify priorities during a terrorist attack and manage incident response. Apply latest agency's operational plans for response to IED and RDD threats, threat and countermeasures in line system.							\$0

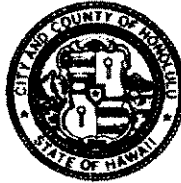
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Department of Emergency Management
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
PHONE: (808)523-4121

HONOLULU, HAWAII 96813
FAX: (808)524-3439

MUFI HANNEMANN
MAYOR



MELVIN N. KAKU
ADMINISTRATOR

June 10, 2008

Major General Robert G. F. Lee
State of Hawaii
Department of Defense
Office of the Director of Civil Defense
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

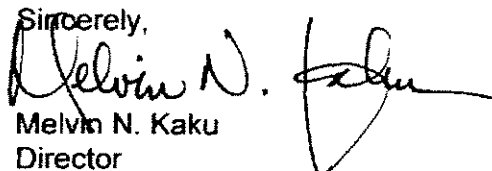
Dear General Lee:

Subject: Memorandum of Agreement
FY 2007 Public Safety Interoperable Communications Grant

As requested in your letter dated May 19, 2008 to the Honorable Mufi Hannemann, Mayor, City and County of Honolulu, attached please find the signed copy of the Memorandum of Agreement.

Should you have any questions, please feel free to contact me at 723-8960 or email mkaku@honolulu.gov.

Sincerely,


Melvin N. Kaku
Director

Attachment

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495



PHONE (808) 733-4300
FAX (808) 733-4287

MAY 13 2008

DEPARTMENT OF
EMERGENCY MANAGEMENT

08 MAY 27 10:57

RECEIVED

Honorable Mufi Hannemann
Deputy Director of Civil Defense
Mayor, City and County of Honolulu
530 South King Street
Honolulu, Hawaii 96813

Dear Mayor Hannemann:

Memorandum of Agreement
FY 2007 Public Safety Interoperable Communications Grant

The U.S. Department of Homeland Security, Preparedness Directorate, U.S. Department of Commerce and the National Telecommunications and Information Administration jointly have awarded the State of Hawaii \$8,069,879.00 Public Safety Interoperable Communications grant funding. To support this grant initiative, the State Legislature has approved the minimum matching requirement for \$1,600,000.00 (State Budget Bill; House Bill 2500, Section, 110.1) of the \$3,000,000.00 request. State Department of Defense will pursue the remainder of the match during the next legislative session.

The FY 2007 Public Safety Interoperable Communications Grant intended to provide the City and County of Honolulu with enhance interoperable communications with respect to voice, data, and/or video signals. The program provides City and County of Honolulu with the opportunity to achieve meaningful and measurable improvements to the state of public safety communications interoperability.

The City and County of Honolulu will receive \$1,275,000.00 with \$300,000.00 in State funding for the match requirement to administer the approved investment to provide for the purchase of 800 MHz radios for sponsored non-government organizations operating on Oahu for Honolulu Fire Department, purchase P25 radios for the Honolulu Police Department and migrate secondary City agencies on the 800 MHz radio system.

The terms and conditions of the Public Safety Interoperable Communications Grant program and the funds being distributed for the approved investment for the City and County of Honolulu are in the attached Articles. If you agree with the requirements of

Honorable Mufi Hannemann
Page 2

the grant program, please sign and return the original copy of each Article to State Civil Defense before June 13, 2008.

All funds will be recorded in an Initial Strategy Implementation Plan (ISIP) that identifies expenditures. The expenditures will be identified in a Detailed Budget Worksheet (DBW) and an ISIP portraying the use of the FY 2007 Public Safety Interoperable Communications funds. These funds are immediately available upon completing these requirements and receiving a signed agreement.

Thank you for your support in expediting this initiative. If additional information is needed, please have your staff contact Ms. Dolores Cook, State Civil Defense, at 733-4300, extension 542, or email at dcook@scd.hawaii.gov.

Sincerely,



ROBERT G. F. LEE
Major General, HIARNG
Director of Civil Defense

c: Mr. Melvin Kaku, Director, DEM
Mr. Alvin Sunahara, Department of Information Technology

**Memorandum of Agreement
For
Department of Commerce
National Telecommunication and Information Administration
Program: FY 2007 Public Safety Interoperable Communications**

SUBGRANTEE: City and County of Honolulu Department of Emergency Management

ARTICLE I – PROGRAM DESCRIPTION

Funding assistance is provided to the City and County of Honolulu to assist public safety agencies in the planning and coordination associated with, acquisition of, deployment of, or training for the use of interoperable communications equipment, software and systems that utilize reallocated public safety spectrum for radio communications; enable interoperability with communications systems that can utilize reallocated public safety spectrum for radio communications; or otherwise improve or advance the interoperability of public safety communications systems that utilize other public safety spectrum bands.

The Public Safety Interoperable Communications Grant Program is a one-time, matching grant program intended to enhance interoperable communications with respect to voice, data, and/or video signals. The program provides City and County of Honolulu with the opportunity to achieve meaningful and measurable improvements to the state of public safety communications interoperability.

ARTICLE II - AUTHORITIES

Both State Civil Defense and City and County of Honolulu Department of Emergency Management (DEM) shall follow the following guidance: 28 C.F.R. Parts 67, 69, and 82; Office of Management and Budget (OMB) Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments; Section 3006 of Public Law Number 109-171 as amended by Section 2201(a) of Public Law Number 110-53, and Section 4 of Public Law 109-459, and OMB Circulars A-122 and A-21, addressing cost principles for grants to non-profit entities.

The Public Safety Interoperable Communications Grant is requires a 20 percent statutory match. The match requirement can be met through cash or in-kind sources consistent with 15 C.F.R. Parts 24.3, 24.24.

ARTICLE III – PERIOD OF PERFORMANCE

The Period of Performance shall be thirty-six (36) months from October 1, 2007 through September 30, 2010. No extensions are projected to be allowed for the Public Safety Interoperable Communications Grant.

City and County of Honolulu shall not incur costs or obligate funds for any purpose pertaining to the operation of the project, program, or activities beyond the expiration date of the period of performance.

ARTICLE IV – AMOUNT AWARDED AND DISTRIBUTION

This Memorandum of Agreement for the FY 2007 Public Safety Interoperable Communications supports the objectives below:

Expenditures of all grant funds must be allocated to fund the City and County of Honolulu Investment Justification as approved by the Department of Commerce, and supported by the Statewide Communications Interoperability Plan.

The Honolulu Urban Area Multi-Jurisdiction/Multi-Discipline Interoperability Project will purchase 800 MHz radios for sponsored non-government organizations operating on Oahu to monitor Honolulu Fire Department, purchase P25 radios for Honolulu Police Department, and equipment which is displaced by the P25 dual band radios will be used to migrate secondary agencies on to the 800MHz radio system.

City and County of Honolulu DEM is not permitted to sub grant funds to another county agency.

ARTICLE V – COST-SHARE/MATCH

City and County of Honolulu will receive \$1,275,000.00 Public Safety Interoperable Communications grant funds. These funds require a 20 percent match during the performance period. The State Legislature has approved \$300,000.00 in matching funds to support the Urban Area Multi-Jurisdiction/Multi-Discipline Interoperability Project for a total investment of \$1,575,000.00.

ARTICLE VI – MAINTENANCE OF EFFORT/SUPPLANTING OF FUND

The purpose of these funds is intended to enhance interoperable communications with respect to voice, data, and or video signals. The Public Safety Interoperable Communications grant provides City and County of Honolulu with the opportunity to achieve meaningful and measurable improvements to the state of public safety communications interoperability through the full and efficient use of all telecommunications resources. These funds are provided to support communication and not supplant existing funds.

ARTICLE VII – ADMINISTRATIVE COST RESTRICTION

1. City and County of Honolulu may fund only the approved Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project investment. The City and County of Honolulu is not authorized to fund anything other than the Public Safety Interoperable Communications approved costs as approved in the investment.
2. The City and County of Honolulu shall provide such information as may be requested by the Department of Commerce to ensure compliance with any applicable environmental laws and regulations.
3. Construction requires approval of the Department of Commerce in accordance with approved investment justification.

ARTICLE VIII – REQUEST FOR ADVANCE

The Public Safety Interoperable Communications Grant funds will not be drawn down in a lump sum, but rather disbursed over time as project costs are incurred or anticipated. City and County of Honolulu is encouraged to time their draw down requests to ensure that Federal cash on hand is the minimum

needed for disbursement to be made immediately or within a few days. Funds can be drawn down up to 30 days prior to expenditure/disbursement. City and County of Honolulu DEM is required to prepare an Operational Expenditure Plan that identifies when funds will be committed. State Civil Defense will advance funds based on the expenditure plan. Payment will be made to the county provided required documentation is submitted to State Civil Defense. Checks will be made payable and forwarded directly to County agency identified by City and County of Honolulu DEM. Appropriate documentation for payment will include a copy of the purchase order/contract, and vendor invoice certified "purchases/services received" submitted to State Civil Defense. Each invoice should be reconciled with State Civil Defense within 15 days of receipt/payment. State Civil Defense will process payment directly with Department of Defense Fiscal Office.

City and County of Honolulu DEM is required to prepare an Operational Expenditure Plan that identifies when funds will be committed. State Civil Defense will coordinate the Operational Expenditure Plan on a quarterly basis with City and County of Honolulu DEM and Department of Defense Fiscal Office and make adjustments based on expenditures and cash flow.

State Civil Defense will coordinate the Operational Expenditure Plan on a quarterly basis with City and County of Honolulu DEM to make adjustments in the cash advance based on expenditures and cash flow.

City and County of Honolulu will be permitted to draw down Public Safety Interoperable Communications grant funds in proportion to demonstrated non-federal matching funds (cash or in-kind).

City and County of Honolulu may keep interest amounts up to \$100.00 per year for administrative expenses for all Federal grants combined. Although advance drawdown requests may be made, State Civil Defense as the State grantee remains subject to the interest requirements of Cash Management Improvement Act (CMIA) and its implementing regulations at 31 C.F.R Part 205. Interest under CMIA will accrue from the time Federal funds are credited to the State account until the time the State pays out the funds for program purposes.

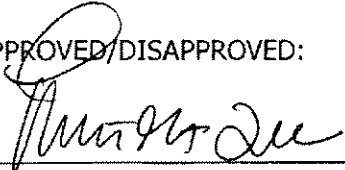
ARTICLE IX – FINANCIAL REPORTS

FINANCIAL STATUS REPORT: State Civil Defense shall submit financial reports (Financial State Report (SF-269) to Department of Homeland Security within 30 days after end of each quarter. Reports are due January 31, April 30, July 31, and October 31. Final financial reports are due 90 days after the close of the grant.

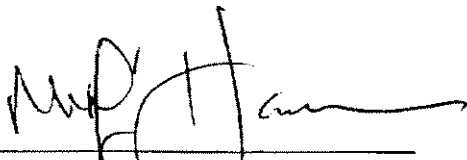
City and County of Honolulu will be required to provide a status report to State Civil Defense on a quarterly basis so as to allow compliance with the Department of Homeland Security reporting requirements.

REPORT SUBMISSION: City and County of Honolulu should submit quarterly reports to State Civil Defense, Attn: Homeland Security Branch by the 5th day of the month following the ending of each quarter.

APPROVED/DISAPPROVED:


ROBERT G. F. LEE
Major General, HIARNG
Director of Civil Defense

May 15, 2008
Date


MUFU HANNEMANN
Mayor, City and County of Honolulu
Deputy Director of Civil Defense

JUN 06 2008
Date

APPROVED AS TO FORM:


MICHAEL VINCENT
Deputy Attorney General

JUN 24 2008
Date

APPROVED AS TO FORM
AND LEGALITY


Deputy Corporation Counsel

I. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LA, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

Is this your State/Territory STR investment?

No

II. Project Narrative

II.A. Project Narrative - Describe the proposed investment

- Interoperability problem(s)
- Proposed solution(s)
- Expected outcome(s)
- Partners and end users that will be involved
- Plans to evaluate the investment

The Oahu region's responders have limited interoperability with the State of Hawaii's 700 MHz radio users, NGOs, and secondary response agencies. The need for interoperability among the first, secondary responders and with other related agencies such as the DHS, DOD, and NGOs is critical to successful mitigation of any terrorist or natural disaster. The region is proposing the purchase of state-of-the-art 700/800-MHz mobile/portable/desktop radios that will be capable of communicating on the Region's shared radio system and the State of Hawaii's existing 700 MHz radio system. Radios will be installed into first responder units and authorized NGOs and the removed radios installed into secondary response vehicles. With the new radios, the Oahu region will be better able to communicate directly with State of Hawaii agencies, NGOs, DOD, DHS, and multiple disciplines will communicate on the existing radio system and gateways. The Police, Fire, Emergency Management, and Emergency Services Department, Department of Environmental Service, Water Supply, Cable, Telephone, and Electric Companies are supporting this initiative. Evaluation of this investment will be conducted during quarterly communication exercises and after action reports.

III. Baseline

III.A. Baseline - Historical Funding and Request Name

If the investment has previously been funded or if funding has been requested (e.g. Homeland Security Grant Program, Emergency Management Performance Grants, Infrastructure Protection Program, Assistance to Firefighter Grants, and/or Department of Justice grants such as those from the Office of Community Oriented Policing Services), provide the name of this project and the total amount of funding that was dedicated or proposed to it, if any. (1,024 Char. Max)

The total project is to purchase approximately 1,500 radios. Phase I funding was requested from FY06 UASI and HSGP interoperability funding to purchase radios for secondary response agencies but other higher priority projects were submitted and the proposed project was not funded at that time. Funding requested was approximately \$1M for radios for the first phase of upgrading a secondary response agency. The requested funds would upgrade approximately 250 radios. Reprogramming of the FY 2005 Homeland Security funds is being considered to maximize this project. Six phases will be required.

INVESTMENT # State/Territory Name:

4

Hawaii

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

III.B. Baseline – Description of Need

Provide a summary description of the current state of this investment, its objectives, and any outcomes that will be completed prior to the application of PSIC funds. Reference should also be made to the PSIC objectives (highlighted in Section I.A Program Funding Goals) addressed by the investment. (3,000 Char. Max)

Interoperability with the State of Hawaii, Harbor, Airports, NGOs, and Honolulu's secondary responders is very limited and requires the deployment of a communication vehicle for interoperable communication. Honolulu is the gateway for commerce for the entire State of Hawaii and dependent on the harbors and airport. Honolulu's first responders are called for incidents requiring law enforcement, medical, and fire support at these sites. The need for interoperable communications with the State's 700 MHz radio system is important for successful mitigation of any major incident. In addition, gaps were identified during an island-wide blackout in October 2007, which demonstrated the need to communicate with NGOs and secondary responders. This grant request is to purchase state-of-the-art 700/800 MHz radios for first responders, NGOs, and the installation of the removed radios into secondary response agencies meeting the following objectives:

- o With the 700 MHz capability, the radios will be able to communicate with the State of Hawaii harbor and airport 700 MHz system.
- o Ability to communicate with critical NGOs and secondary responders, because they will be on the same shared system.
- o Preserves and extends the current investment and supports existing and future P25 systems.

III.C. Baseline – Description of Governance Structure and Activities

Provide a summary description of the current state of your governance structure and activities. (2,500 Char. Max)

Honolulu's Public Safety Operation Committee (PSOC) was established to provide input and governance of the City and County of Honolulu's public safety information and communications systems. Members of the committee have signed MOUs and are responsible for the overall direction of the public safety interoperable information and communications systems and ensuring that the interests and concerns of each user agency are represented and to ensure technical issues are thoroughly researched. The steering committee is comprised of the Honolulu Police, Fire, Emergency Services Department, Emergency Management, and Information Technology. The Steering Committee has established an Operations Sub-committee and a Technical Sub-committee. The PSOC also participates with the HWIN committee(s) and represents the interests of Honolulu's public safety first responders. The Operations Sub-committee has been expanded to include regional jurisdictions agencies, NGOs, DOD, DHS, State agencies, and departments. Agencies participating in meetings include but not limited to: Police, Fire, FBI, Sheriffs, National Guard, US Postal Service, Emergency Medical Services, Emergency Management, Transportation Services, Board of Water Supply, Hawaiian Electric, Hawaiian Telephone Company, Gas Company, Oceanic Communications, Information Technology, Federal Fire, Department of Homeland Security, and United States Coast Guard.

In order to maximize use of the region's interoperable assets, the PSOC and Mayor of the City and

III.D. Baseline – Stakeholder Involvement

Provide information on the public safety agencies involved in the Investment Justification Process. (1,024 Char. Max)

Honolulu's Public Safety Operations Committee PSOC Operations subcommittee has been meeting monthly with the Police, Fire, FBI, Sheriffs, National Guard, US Postal Service, Emergency Medical Services, Emergency Management, Transportation Services (BUS), Information Technology, Federal Fire, Department of Homeland Security, United States Coast Guard to discuss interoperability issues and submit requirements to the SCIP Committee. The PSOC Operations subcommittee has been expanded to include NGOs for additional input into the SCIP. There are no tribal entities in the State.

I. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

IV. Strategy

IV.A. Strategy - Statewide Communications Interoperability Plan Objectives

Explain how this investment supports the State/Territory Statewide Communications Interoperability Plan PSIC criteria. (2,250 Char. Max)

The mission defined by the SCIP is to "to provide effective and efficient voice and data interoperable communications for State of Hawaii public safety responder agencies during emergencies ranging from day-to-day incidents to statewide emergencies and between different disciplines and jurisdictions". The State of Hawaii is implementing a Statewide 700 MHz system that will support their responders, but has limited interoperability with Honolulu's first responders. Currently, a mobile communication gateway is required to provide communication capabilities between Honolulu's first responders and State agencies. Honolulu's Police, Fire, and EMS agencies normally respond to the State's Harbor and Airports and need the ability to immediately communicate with State of Hawaii personnel at these facilities to successfully mitigate incidents. The radios will be able to immediately interoperate with the installed 700 MHz radio system installed in Honolulu's Harbor and Airport. The radios will also augment radio interoperability with the portable repeaters that have been identified in the Strategic Reserve. The portable repeaters will have repeat capabilities in the 800/UHF/VHF bands and will be able to provide communications with other region's radio systems. NGOs receiving radios will have primary interoperable communication with the region's shared radio system and will have the ability to communicate on the State's 700 MHz as a backup communication link. NGO's radios will also be programmed with the same channels programmed into

IV.B. Strategy - Technology Priorities

Explain how this investment supports the PSIC technology objectives. (2,250 Char. Max)

- Adopt advanced technological solutions
- Improve spectrum efficiency

The region's strategy is to slowly migrate the existing proprietary shared radio system into a standards based system. Due to the number of subscriber equipment (7500+ mobile/portable/desktops) and a major upgrade in early 2000, a wholesale conversion is not feasible or economical at this time. Since the region's trunked radio system is still supported and sold by the manufacturer, a slow migration is proposed. This will be started with the investment of dual mode/dual band software definable radios which can interoperate on the existing system and provide a transition to a standards based system. In addition, the radios gain interoperability with existing advanced spectrum efficient 700 and 800 MHz standards based P25 Phase 1 radio systems.

In order to augment the PSIC investment, Honolulu is utilizing county funding for the implementation of a four site simulcast system which replaces four separate zone sites. The implementation of the simulcast system shares the same channels across the four sites and reduces the overall channel requirements. The region has been assured by the manufacturer that the new simulcast equipment can be upgraded to operate in P25 mode with minor modifications. The continued use and expansion of Honolulu's shared trunked system improves channels efficiency over the conventional radio system employed by secondary responders.

I. Investment Heading

INVESTMENT # State/Territory Name:

4

Hawaii

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

IV.C. Strategy - All Hazards Mitigation Priorities

Explain how this Investment supports the PSIC all hazards priorities. (2,250 Char. Max)

- Improve communications in areas at high risk for natural disasters
- Continue to Improve Interoperability efforts in urban and metropolitan areas at high risk for threats of terrorism

The entire State of Hawaii is at high risk for hurricanes, earthquakes, and tsunamis and the region's emergency operations plans require the utilization of primary first responders (Police, Fire, Ambulance, and Emergency Management), NGOs, and secondary responders for debris and evacuation response.

The Oahu region is designated a DASL and is at risk to a terrorist attack because it is the main gateway to the Hawaiian Islands and has over 72% of the State's population. It is the State of Hawaii's center of transportation, energy, business, tourist, government, and education activity for the State. Oahu is also the strategic base for key United States military installations and operations. The Unified Military Command for the Pacific and significant military bases at Pearl Harbor Naval Shipyard, Kaneohe Marine Corps Base, Schofield Army Base, and Hickam Air Force Base is located in the region.

Due to the separation of the State from the continental United States and separation of the other regions by water, interoperable communications between on island assets are vital to successful mitigation of any terrorist or natural disaster.

Radios added to Honolulu's trunked system under this investment will be incorporated into an updated Tactical Communication Interoperability Plan (TCIP) which will contain operating procedures in the event of large natural disaster or terrorist incident.

I. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

CIC of EMD, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS, State law enforcement agencies

V. Funding Plan

V.A. Funding Plan

Detail the total estimated cost for the investment throughout the PSIC period of performance (FY 2007 – FY 2010).

Describe any other concurrent funding sources that may also support this investment, including form of cost share.

Detailed estimated expenditure plan which credibly demonstrates ability to meet expenditure deadline of September 30, 2010.

	PSIC Federal Funds Requested	Non-Federal Matching Fund Amount	Total Investment*
Acquisition	\$ 1,225,000.00		\$ 1,225,000.00
Deployment		\$ 330,000.00	\$ 330,000.00
Training	\$ 50,000.00		\$ 50,000.00
Planning/Coord.			\$ -
Total	\$ 1,275,000.00	\$ 330,000.00	\$ 1,605,000.00

* - Total investment includes the Non-Federal Match and Total PSIC Federal Funds Requested. 20% match is required for all Acquisition and Deployment funds; however, match can be identified and allocated at either the investment level or the total PSIC IJ level (on the Overall Funding Summary tab). Therefore, individual investments can be undermatched or overmatched according to the needs of the applicant.

V.B. Matching Plan

How does your investment meet the non-Federal cash or in-kind matching requirement? Please itemize both the funding category and amount in the table below. (1,000 Char. Max)

State Civil Defense requested the state match from the 2008 State Legislature. These funds will be placed as part of the Department of Defense agency's budget request and available March 2008 upon the Governor's signature. State Civil Defense will distribute the match via Memorandum of Agreement with the federal PSIC allocation. The match will be accounted for in the same manner as the federal dollars are accounted for. All funds will be accounted for and reported to the State Legislature upon closeout of the grant.

Non-Federal Matching Fund Category	Non-Federal Matching Fund Amount
Cash - State	\$ 330,000.00
Cash - Local/Tribal	\$
Cash - Non-governmental	\$
In-Kind - Donated volunteer services	\$
In-Kind - Donated salaries	\$
In-Kind - Donated equipment	\$
In-Kind - Donated property	\$
In-Kind - Indirect costs	\$
Other*	\$
Total	\$ 330,000.00

* - Please explain "Other" in the 'Matching Plan' dialog box above.

Total Matching Fund Amount Must be Equal to Section V.A. Total Matching Fund Amount of: \$ 330,000.00

Matching Self Check:

I. Investment Heading

INVESTMENT # State/Territory Name: **Hawaii****4**

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS, State law enforcement agencies

VI. Milestones

VI. Milestones

Provide specific milestones for the investment over the PSIC period of performance (FY 2007 – FY 2010), including a description, and start and end dates for each milestone; up to 10 milestones may be provided. (850 Char. max per milestone)

Milestone #1

Phase I: Plan and install addition channel capacity to the existing trunked radio system. Order the equipment for the system expansion and update the battery plant to support the additional channels. This part of the project will combine four sites into a four site simulcast system. Equipment removed from the simulcast upgrade will be installed at other sites to further increase channel capacity. During the rebanding project new channels will be added and activated.

Start Date:

10/01/07

End Date:

06/01/08

Milestone #2

Complete re-banding of the shared trunked radio system as ordered by the Federal Communication Commission (FCC). Project requires the re-programming of over 7,500 subscriber radios twice over a four month period. Installation of the agreed upon "must carry channels" which include the NPSFC named channels, mutual aid channels, and regional channels. The entire NPSFC region 11 has agreed to include the "must carry" in all of their radios.

Start Date:

10/01/07

End Date:

06/01/08

Milestone #3

Order and receive evaluation copy of Dual mode / dual band mobile and desktop radios. Verify functional and interoperable operation of the radio on existing trunk radio system and test radio on existing State's P25 system for proper operation. The new radio models are expected to be generally available in March 2008. Product manager of the new radios has stated commitment to make available radios for testing purposes earlier than official ship date.

Start Date:

02/01/08

End Date:

08/01/08

Milestone #4

Create MOA with authorized NGOs and begin discussion on Standard Operating Procedures (SOP) for proper utilization of the radios on the shared trunked radio system. This will require a City and County of Honolulu Intergovernmental Agreement which requires City Council approval. Hawaiian Electric, Honolulu Board of Water Supply, Hawaiian Telephone, and Oceanic Cable are in support of the radios in their network operating center or emergency operating center.

Start Date:

01/01/08

End Date:

09/01/08

Milestone #5

Place order for dual band/dual band software defined mobile and desktop radios. Accept and inventory the radios. According to vendor approximately 1-2 months delivery of equipment.

Start Date:

09/01/08

End Date:

11/01/08

I. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

Milestone #6

Begin the installation of the dual band/dual mode software defined radios into existing vehicles. Remove existing radios and verify proper operation of the removed radios. Program the new dual band/dual mode radios with the proper programs, personality, check proper scanning, and train officers in the use of the new radios.

Start Date:

11/01/08

End Date:

05/01/09

Milestone #7

Perform preventative maintenance and alignment of radios. Replace broken knobs and dials. Begin the installation of removed radios from the first responder vehicles into the secondary vehicles. Program and test the radio personality for proper operation (scanning) with secondary responders.

Start Date:

01/01/09

End Date:

10/01/09

Milestone #8

Install and expand other zone sites upon completion of the Federal Communication Commission's (FCC) mandated re-banding project. This step will be dependent on Sprint/Nextel vacating frequencies from the BIRT area to expand the channel capacity of Honolulu.

Start Date:

06/01/09

End Date:

10/01/09

Milestone #9

Conduct exercise with dual band/dual mode software defined radios on 700-MHz interoperability channels. The PSOC has committed to testing interoperability capabilities on a quarterly basis. Multiple jurisdictions, disciplines, and agencies normally participate in the exercise. During the exercise, 700 MHz communications will be tested. Work with State of Hawaii's 700 MHz subscribers to incorporate the additional capabilities into Oahu Region's TACP.

Start Date:

10/01/09

End Date:

01/01/10

Milestone #10

Incorporate secondary radio system into Oahu Region's Tactical Communication Interoperable Plan. Incorporate secondary response agencies into interoperability scenarios during quarterly Public Safety Operations Committee (PSOC) exercises.

Start Date:

01/01/10

End Date:

03/01/10

I. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

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Yes

List the disciplines served by this project:

C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

VII. Project Management

VII. Project Management

Describe the management team that is directly responsible for the implementation of this investment. Specifically, describe any key investment roles and responsibilities, structures, and subject matter expertise required by this investment, including at least the project manager and the contracts management structure. An organizational chart may be included in the response and should be placed in Section X, Attachments. (3,500 Char. Max)

Overnight: Honolulu's Public Safety Operation Committee (PSOC) has been given primary oversight for communication issues and reports to the HWIN Steering Committee on status for the Oahu region. The committee meets monthly and receives status reports of all projects under the committee control. The PSOC Committee has approved the following project management structure:

Alvin Sanahara Overall Project Manager. (Chief Technical Support Division, Department of Information Technology). The Technical Support Division is responsible for providing technical support for Honolulu's data network, system servers, security, telecommunications, and radio network. The Division is responsible for proper radio infrastructure support which includes but not limited to: Tower, Channels, Microwave, and Channel Banks. Project management duties for this project will be to coordinate the purchasing, delivery of radio equipment, and training of appropriate staff. Create necessary purchasing contracts and contracts management. Overall project status reports will be presented during the monthly PSOC steering committee meeting.

Overall Contract Management: City and County of Honolulu's Department of Budget and Fiscal Services Purchasing Division. This division is will be responsible for overseeing the process of bidding, contract review, and contract award.

As part of the installation contract, designation of a project manager is required along with standardized reporting and progress monitoring tools. Separate from contractors and consultants associated with individual component tasks such as furnishing and installation of equipment, the following internal individuals have been identified as agency project managers.

Warren Izumiawa (Acting Radio Engineer, Honolulu Police Department, Radio Shop) Honolulu Police Department Project Manager. Warren will be responsible for overseeing the installation, programming, testing, and removal of the dual band/dual mode software defined radios from Police vehicles. Police project status will be reported monthly during monthly PSOC Technical Committee meetings and will be summarized for the PSOC steering committee. The Honolulu Police Radio Shop will also be responsible for the continuing maintenance of the radios after the warranty period is completed. The Honolulu Police radio shop currently maintains over 4,000 radios and is familiar with maintenance and preventative maintenance procedures.

Is an Organization Chart Included in Section X, Attachments?

Yes

VIII. Investment Challenges

VIII. Investment Challenges

List and describe up to five potential challenges to effective implementation of this investment over the entire PSIC period of performance. For each identified challenge, provide a brief description of how the challenge will be mitigated, and indicate a probability of occurrence (high, medium, low), and level of impact should it occur (high, medium, low). Applicants should consider the investment's technical feasibility as a possible investment challenge.

Challenge (300 Char. Max)	Probability/Impact	Mitigation Strategy (1,000 Char. Max)
1. In order to add additional users (1500+) to the radio system the addition of additional channels at existing sites is required.	Probability	Since phase 1 will add approximately 250 additional subscribers, limiting the number of talk groups to the secondary responders will limit the potential number of simultaneous channels be used. Limiting the timeout feature of the radios will relinquish channel time to first response agencies. Secondary response agencies will also be given low priority on the radio system.
	Medium	
	Impact	
	Low	

1. Investment Heading

INVESTMENT # State/Territory Name:

Hawaii

4

Investment Name:

Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster

Grantee Type:

Local Jurisdiction / Entity / NGO / Tribal

Is this a multi-jurisdictional or statewide project?

Yes

List the jurisdictions served by this project:

County of Oahu, City and County of Honolulu

Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

Yes

List the disciplines served by this project:

C&C of HML, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

2.	The proposed radios are new product technology that is not currently in production.	Probability	Option 1, wait until the radios are shipped and delay the implementation of the installation of the new radios. Adding a second installer may be necessary to meet the timelines. Option 2, is to purchase the older model of the dual band dual mode software defined radios which have more features than required. These radios do not have as high transmit power as the proposed radio and cost of the older radios is more than the proposed radios.
		Medium	
		Impact	
		Low	
3.	An installation contract needs to be developed which requires installation standards and bid documents. The bidding process is cumbersome and lengthy.	Probability	In order to meet the project schedule, modification of the performance period for the installation of radios will be required. This might require the addition of additional installer and/or increase the numbers of hours the installers are available.
		Low	
		Impact	
		Medium	
4.	Installation of mobile radios and portable radios delayed due to scheduling and availability of Police vehicles.	Probability	Hire additional contract installers to keep the project schedule.
		Low	
		Impact	
		Low	
5.	The deployment and access to the Region's trunked radio systems by NGOs requires an Intergovernmental Agreement between the C&C Hml and the NGOs.	Probability	The installation of the NGO radio will be delayed until the Intergovernmental Agreements can be approved by the Mayor and City Council. The overall project will not be delayed significantly, but the inclusion of NGOs into the region's Tactical Communication Interoperable Plans will be delayed. In addition, exercises including the NGOs will be delayed until the radios are installed and operational.
		Low	
		Impact	
		Medium	

IX. Impact

IX.A. Impact - Outcomes

Describe the outcome(s) that will indicate that this investment is successful throughout the PSIC period of performance (FY 2007 - FY 2010). The description should include compelling reasons why the investment will make a difference in the communications capabilities of its stakeholders. Note: Must address how the outcomes will be evaluated. (4,000 Char. Max)

This investment justification solves three main gaps:

- Direct communication with State of Hawaii's 700 MHz P25 radio system
- Interoperable communication with secondary responders
- Interoperable communication with authorized NGOs

By purchasing new dual band/dual mode state of the art radios and reusing the removed radios, the lifespan of the radios have been extended and solve two identified communication gaps. Police units with the new radios will be able to communicate directly with State of Hawaii P25 radio users and Oahu region's first responders will gain valuable interoperable communications with secondary response agencies. The lack of communication and interoperable communications with secondary response agencies were identified in recent hazards such brush fires and island wide power outages.

Interoperable communication with State of Hawaii P25 Users that operate at the Airports and Harbors are critical for commerce for the State of Hawaii. By having direct communication with these agencies, information flow is handled immediately and will reduce the time to respond to normal day-to-day, terrorist, and/or natural incidents.

~ 1,000
characters
→

INVESTMENT # State/Territory Name: **Hawaii****4**Investment Name: **Honolulu Urban Area Multi-jurisdictional/Multi-discipline Interoperability Project for Preparation of Terrorist or Natural Disaster**Grantee Type: **Local Jurisdiction / Entity / NGO / Tribal**Is this a multi-jurisdictional or statewide project? **Yes**List the jurisdictions served by this project: **County of Oahu, City and County of Honolulu**Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)? **Yes**List the disciplines served by this project: **C&C of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies**

Harbors are critical for commerce for the State of Hawaii. By having direct communication with these agencies, information flow is handled immediately and will reduce the time to respond to normal day-to-day, terrorist, and/or natural incidents.

Communication with secondary responders will be enabled with the installation and training of secondary response agencies. These agencies have little or no radios installed in their vehicles and their current mode of communication is via cellular service. With the recent failure of cellular communications during the island-wide power outage, interoperable communications with these support agencies will now be possible.

~ 2,000
characters
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Besides having direct communications with the State of Hawaii's P25 700 MHz radio system, the new radios will have interoperable communications with external agencies such as FBI, Federal Fire, Hickam Fire, and Federal Regional Dispatch Center via an existing hard patch between the switches. Communication with the Coast Guard and State Land and Natural Resources are accomplished via console patches and a dedicated interoperable island-wide VHF simulcast channel.

IX.B. Impact - Cost-Effective Measures

Describe the cost-effective measures that will indicate that this investment is successful throughout the PSIC period of performance (FY 2007 - FY 2010). (4,000 Char. Max)

This investment justification solves three main gaps:

- Direct communication with State of Hawaii's 700 MHz P25 radio system
- Interoperable communication with secondary responders
- Interoperable communication with authorized NGOs

By purchasing new dual band/dual mode state of the art radios and reusing the removed radios, the lifespan of the radios have been extended and solve two identified communication gaps. Police units with the new radios will be able to communicate directly with State of Hawaii P25 radio users and Oahu region's first responders will gain valuable interoperable communications with secondary response agencies. The lack of communication and interoperable communications with secondary response agencies were identified in recent hazards such brush fires and island wide power outages.

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Hawaii

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Is this a multi-disciplinary project (e.g., law enforcement, fire service, public health)?

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List the disciplines served by this project:

CEC of HNL, EMA, LE, Fire, HAZMAT, Ocean Safety, and EMS; State law enforcement agencies

IX.C. Impact - Sustainability

Describe the long-term approach to sustaining this investment. (4,000 Char. Max)

The Oahu region has established a regional governance structure called the Public Safety Operations Committee (PSOC). This steering committee also participates in the statewide Hawaii Interoperable Network (HWIN) committee. Two additional PSOC subcommittees have been established to report and suggest improvements to the steering committee. The PSOC operations and technical committee meets monthly and provide updates/suggestion/recommendations to the PSOC steering committee. As part of the sustainability of this investment, the steering committee has established a goal of quarterly communication exercises and an annual full scale exercise. Through these planned exercises and day-to-day use of interoperable communication, first and secondary responder staff training will be enforced and improvement plans will be identified.

The Oahu region is committed to sustain this investment with existing staff that will service, program and maintain the radios. The Honolulu Police Department has vendor trained radio technicians that will service and maintain the Police radios. The Honolulu Fire Department also has vendor trained radio technicians who will service the Fire Department radios and the secondary responders' radios. Each agency will budget for subscriber radio maintenance parts and the Department of Information Technology will have overall responsibility for the towers, microwave, infrastructure, and software upgrade budgeting. With the three agencies providing the maintenance support, this investment will be supported as long as repair parts are available by the manufacturer.

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characters
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- 2,000
characters
→

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X. Attachments

X. - Attachment(s)

